

Special Features This Issue

Arey's Pond Catboat Gathering
Team USA 2001 - Alaskan Workhorse

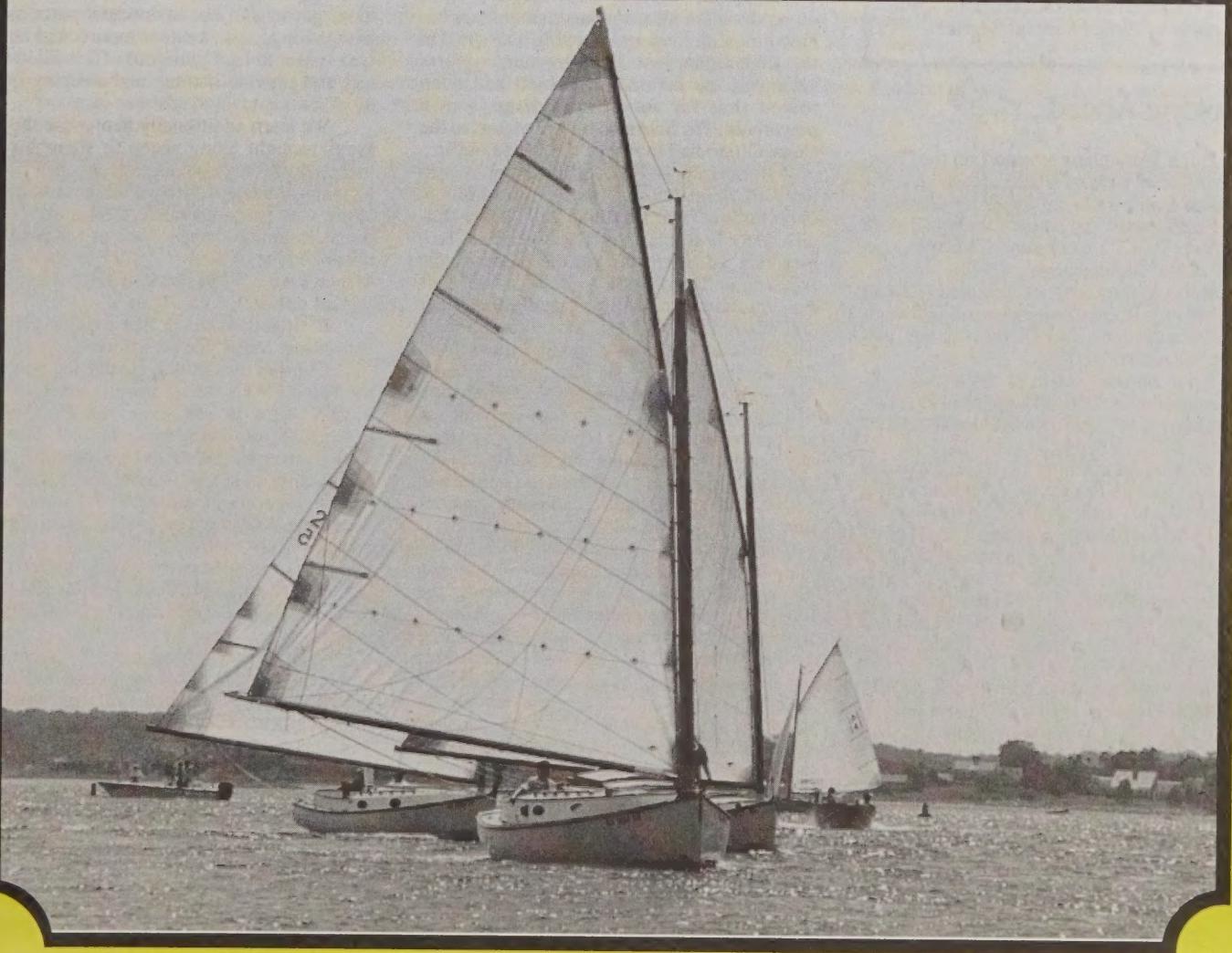
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messing about in **BOATS**

Volume 18 - Number 12

November 1, 2000



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Looking Ahead...

Hugh Ware plans to report on the "Boston Antique & Classic Boat Festival".

Jeff Douthwaite continues his chronicle of a Pacific coast cruise in "29 Days Before the Mast - Part 3"; and Jason Spinnett has another of his "Japan stories".

Rob White tells us about his "Dead Man's Boat"; Robert Ensign describes "Building a Shantyboat"; and I expect to tell you about "Dan's Tri".

Brian Salzano sends us more on shoreline environmental issues with "Flood Insurance Unmasked" from *The Underwater Naturalist*.

Tamsin Venn, Editor of *Atlantic Coastal Kayaker*, and I tried out the "Pakboat Puffin Folding Kayak" and have our impressions for you; Phil Thiel, long a pioneer in pedal powered boats, presents his many pedal boat designs in "Phil's Pedalboats"; I may yet get to try the "Ozone Hyper 1" (time is running out, the ice will soon be forming on the lakes); and Phil Bolger & Friends present their "Scot's Cutter Berow of Glasgow".

Joel Herzell tells us "How to Build Hollow Shaft Oars"; and Chuck Wilson tells us "How to Build Masts on the Cheap".

On the Cover...

Gaff rigs blossomed on Cape Cod's Pleasant Bay when the Arey's Pond Catboat gathering took place late in August, Tony Davis has some great photos of them for us in this issue.

Commentary...

Bob Hicks, Editor



Our 2000 on-the-water season draws to a close as I write this on October 5th (going to press day!), so I decided to sort through the folder of newspaper clippings readers sent to me over the year to see how the mass media viewed boating. I had earlier thought to introduce this sort of news in an ongoing issue to issue regular feature but just didn't get around to it. Maybe next year...

While much of the coverage I got to see amongst these clippings was the usual media focussing on conflicts (read PWCs) and accidents (preferably fatal ones), there were some more positive, if somewhat naive, articles, along with the odd off-the-wall report.

Leading the latter had to be the *New York Times* report, "Alsatian Man Ends Walk Across the Pacific". Yup, "walk". Apparently the would-be trans-Pacific walker set out to do so on pontoonlike skis, towing a catamaran behind him with food and sleeping quarters. On the first night, just 30 miles out, a storm swamped the catamaran, which had been towed that far for him by friends in a powerboat. The boat also blew a motor, so the Coast Guard had to rescue the whole outfit.

Runner up to this bizarre adventure was the *Wall Street Journal's* story, "Five Mellow Guys Follow Their Dream: A Tall Ship in Brazil". Here it seems that five American "hippies" set up a shipyard on the banks of the Amazon and undertook to build a 120' gaff rigged schooner to be Brazil's tall ship. "Beer and wood were plentiful" was their rationale for choosing the remote site 500 miles from the Atlantic, but after six long years of boozing and building, the guys' project shuddered to a halt when a lawsuit was filed on behalf of an injured local worker represented by attorney Sergio "Big Billions" Sant'Anna.

A local judge also seized the unfinished vessel (\$100,000 is still needed for completion, none of which was in hand) and the guys' just about empty bank accounts, because of alleged non-payment of wages to local employees. The judge was unimpressed by the tall ship aspect, in a statement reflecting growing national views that a bunch of fair haired foreigners do not best represent modern Brazil, she announced, "We believe there is very little to celebrate...if after centuries we are still being enslaved by colonists." Long time support of the project due to its payroll influx of money into the local economy apparently evaporated when the imminence of completion promised no more wages.

Tall ships, of course, dominated much mass media coverage of boating, most of you have undoubtedly seen the adulatory attention paid to these stately vessels presuming to imitate the past. One report from the Quincy (MA)

Patriot Ledger concerning the arrival of a Viking replica in Boston, contained all the typical PR flack that seems to surround these floating Potemkin villages. A crew of eight men and a woman sailed a replica of a 1,300 year old Viking longboat from Iceland to Greenland to Newfoundland to the U.S. where Boston was to be the first port of call.

Buried amongst all the historic background and admiration for the dedication of those participating in the project, sponsored by the Leif Eriksson Millennium Commission of Iceland, was the caveat revealing the basic underlying falseness of all these attempts at reliving the past afloat:

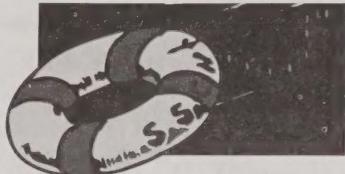
"Although the crew is sailing a replica of a Viking era ship, they have many safety features and conveniences not available a thousand years ago. They have a motor to help them get in and out of modern ports, good navigation charts, weather reports and an escort vessel to lead them out of ice filled waters and provide bathing and sleeping quarters."

We learn additionally that while the Vikings brought along sheep to slaughter for meat, which they cooked over an open fire in a sandpit amidships, today's Vikings had a chef along who prepared modern food and traditional Icelandic dishes, such as smoked but uncooked leg of lamb. "A slice of such meat, topped with a bit of shark, is the perfect way to start a shift."

It all sounds much like today's popular "adventure tours" for the affluent.

Conflict almost universally focussed on the hated PWCs, as we have commented on in past issues. In late season, the PWC users emerged victorious in Massachusetts when the state overturned the town of Plymouth's ban on them on its lakes, despite all the hue and cry about pollution, noise and dangerous maneuvering. And down in Corpus Christi, Texas, local PWCers continued their antics in a narrow busy channel because nobody enforces the "No-Wake" rule, as official jurisdiction over the channel is in dispute amongst local authorities.

Well, I'm running out of space, but amongst the tales of all the interesting folks practicing the fine old craft of wooden boatbuilding (crafts fascinate unhandy moderns), a story in Washington state's Olympic Peninsula Daily News, "Boat-Builders Finish Tough Course in PT (Port Townsend)", mentioned one graduate in this Northwestern School of Wooden Boatbuilding class who hand made his own 20' sailing double ender after classes each day entirely from driftwood he and his wife collected, launching it to sail to graduation ceremonies. No caveats here.



Small Boat SAFETY



Tom Shaw

Responsibility

In the course of doing Vessel Safety checks, I find all too many boats with improper and illegal registration numbering. To the question, "Who is responsible?" there can be only one answer. The vessel owner/operator is totally responsible for his boat and the way in which it is used. It is his/her job to know what is required on board just as it is his/her

job to know the rules of the road and what a "No Wake" zone means.

That said, I have real sympathy for the new boater out for the first time with incorrect numbers that have been incorrectly applied by the dealer; or numbers only on the starboard side with the state sticker, but not on the port; or jon boats with dark khaki hulls and black

registration numbers that can't be read across a parking lot, let alone over choppy water when there is a search in progress. I have sympathy, too, for the owners of brand new personal watercraft with registration numbers in multi-colored fancy script when the law clearly says, "plain block letters in a color contrasting with the hull". The fancy numbers are, of course, far more expensive.

So the question is, do boat dealers need to accept some responsibility for getting their customers started out properly? Is the sale "completed" when the buyer hands over his check, or is it "completed" when the boat is delivered with all required legalities (numbering, fire extinguisher, flares, whistle or horn, etc) properly installed? Do used boat dealers have any responsibility, when selling a boat with improper numbers, to at least inform the buyer that they need to be corrected?

I have no answers to these questions. It is, in the final analysis, a matter of ethics. Meantime, the Auxiliary and the U. S. Power Squadron do all they can to encourage new boaters to take a boating safety course before they head for the water.

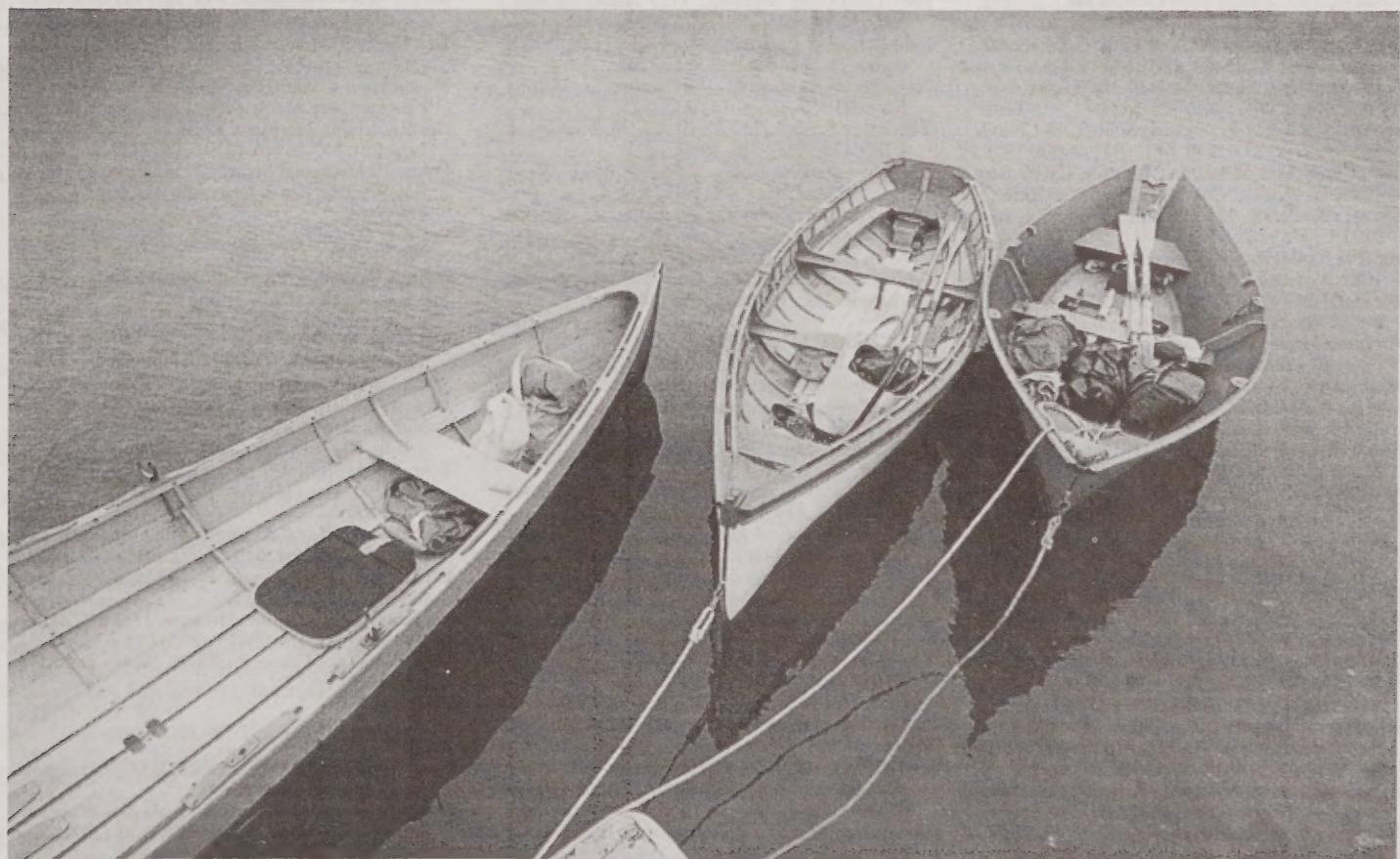
Three Variations on a Theme

By Barry Donahue

These three pulling boats belong to members of the Cape Cod Vikings Rowing Club. They were drawn up at the put-in ready for a row on a foggy morning in Hyannis (Massachusetts) harbor. All carry the basic gear for a row in the fog in a harbor with very large ferries working.

At left is a Bob Yorkes' Harry Bryan built Willow with PFDs, waterproof bag and a lunch. In the middle is my Whitehall, built by the Maine Vocational Boatbuilding School, with extra clothes and camera gear in a waterproof bag inside a boat bag. At the right is an Old Wharf dory built by Walter Baron at his Old Wharf Dory Co. on the Cape. Jeff McLaughlin has all the extras, three waterproof bags with clothes and food.

You may note the box compasses in the Whitehall and the dory.



ANTIQUE & CLASSIC BOATING

Antique and Classic Boat Society, Inc., 422 James Street, Clayton, NY 13624, (315) 686-BOAT (2628), <hq@acbs.org>, <www.acbs.org> Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.

Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242, (978) 281-4440.

N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400, (414) 634-2351.

Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

The Thompson Dockside, 10061 Riverside Dr., PMB 143, Toluca Lake, CA 91602.

BOATBUILDING INSTRUCTION

Adirondack Boat Building & Water Skills School, PO Box 146, Raquette Lake, NY 13436, (315) 354-5311, <sagamore@telenet.net>

Adirondack Guideboat Inc., Box 144, Charlotte, VT 05445, (802) 425-3926.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.

Bayfront Center for Maritime Studies, Foot of Holland St., Erie, PA 16507, (814) 456-4077, <eriesailing@hotmail.com>, <http://www.goerie.com/bcms>.

Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (410) 745-2916.

Chesapeake Boats Bayou, Baltimore, Washington & Annapolis, (410) 684-9798.

CT River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475, (860) 388-2343.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036, (212) 564-5412.

Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286, (410) 252-9324.

John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.

Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491, (802) 475-2022.

Lowell's Boatshop 495 Main St., Amesbury, MA 01913, (978) 388-0162.

Marietta (Ohio) Rowing & Cycling Club, P.O. Box 1081, Marietta, OH 45750, (740) 374-6997.

Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.

North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.

North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.

Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368, (206) 385-4948.

Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145, (215) 755-2400, <pwbf@libertynet.org>

RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282, (503) 236-2926.

San Francisco Maritime National Historical Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123, (415) 929-0202.

Schooner Sultana Shipyard Shipbuilding School, Box 524, Chestertown, MD 21620, (410) 778-6461.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.

Directory of Activities & Events Organizers for 2000

As the center of a small boating communications network, *Messing About in Boats* hears from many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are often asked by individuals to direct them to some special interest group or event. To expedite this networking we publish this listing of all organizations and individuals we know of who offer events and activities.

We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we do not wish to spend a lot of time on the phone or answering letters from individuals inquiring about specific opportunities of interest to them. As an alternative we publish this directory and urge readers to contact those who seem to offer what it is they are looking for.

In 2000, this directory will appear six times only, in the January 1, March 1, May 1, July 1, September 1, and November 1 issues.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.

Wooden Boat Workshop of Door Cty., 4865 Court Rd., Egg Harbor, WI 54209, (920) 868-3955.

CONTEMPORARY YACHTING

Amateur Yacht Research Society (AYRS), c/o Frank Bailey, 415 Shady Dr., Grove City, PA 16127.

Sail Newport, 53 America's Cup Ave., Newport, RI 02840, (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442, (954) 725-0640.

MARITIME EDUCATION

Duxbury Bay Maritime School, P.O. Box 263, Snug Harbor Sta., Duxbury, MA 02331, (781) 934-7555.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.

Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

The River School, 203 Ferry Rd., Old Saybrook, CT 06475, (860) 388-2007.

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543, (508) 540-3954.

Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.

Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, PO Box 607, Groton, MA 01450-0607, specializes in this field of interest).

Adirondack Museum, Blue Mountain Lake, NY 12812, (518) 352-7311.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.

Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (978) 283-0455.

Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.

Connecticut River Museum, 67 Main St., Essex, CT 06426, (860) 767-8269.

Custom House Maritime Museum, 25 Water St., Newburyport, MA 01950, (978) 462-8681.

Delaware Bay Schooner Project (Schooner A.J. Meerwald), 2800 High St. (Bivalve), Port Norris, NJ 08349, (609) 785-2060, <AJMeerwald@juno.com>

Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.

Essex Shipbuilding Museum, Box 277, Essex, MA 01929, (978) 768-7541.

Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809, (401) 253-5000.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401, (914) 338-0071.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd., Philadelphia, PA 19106-1415, (215) 925-5439.

Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.

Iowa Great Lakes Maritime Museum, P.O. Box 726, 243 W. Broadway, Arnolds Park, IA 51331, (712) 332-5264, <captainsteve@ncn.net>, www.okobojimuseum.org>.

Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491, (802) 475-2022.

Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.

Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796, (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530, (207) 443-1316.

Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.

Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861, (800) 923-0444.

Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759, (757) 596-2222.

Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.

Maritime & Yachting Museum, P.O. Box 1448, Treasure Coast Mall, U.S. Rte. 1 @ Jensen Beach Blvd., Stuart, FL 34995.

Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291, (414) 276-5664.

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990, (860) 572-5315.

New Bedford Whaling Museum, New Bedford, MA, (508) 997-0046.

Newburyport Maritime Museum, 25 Water St., Newburyport, MA 01950.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516, (919) 728-7317.

Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.

Peabody-Essex Museum, 161 Essex St., Salem, MA 01970, (978) 745-9500.

Plimoth Plantation, Plymouth, MA, (508) 746-1662.

James B. Richardson Maritime Museum, 401 High St., Cambridge, MD 21613.

San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101, (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.

Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (732) 349-9209.

United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.

USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.

Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035, (805) 984-6260.

Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.

Downeast Ship Modelers' Guild, c/o Roy Wheeler, 295 Washington St., Bath, ME 04530, (207) 442-0097.

Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (781) 631-4203.

ONE DESIGN SAILING

Albacore One-Design Class, c/o Peter Duncan, 550M Ritchie Hwy. #144, Severna Park, MD 21146. (410) 431-05480; e-mail sailfaster @aol.com; website <http://www.my-town.com/sailing>.

American Canoe Assoc. Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084.

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (757) 463-6895.

New England Beetle Cat Boat Assoc., c/o Wells Pile, 476 Wayland Ave., Providence, RI 02906. (401) 455-3430. <wmpile@excite.com> <www.capecod.net/sqtg/nebcba>

San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142, email: <jgosses@juno.com>

Sparkman & Stevens Association, NE Area, 54 Chauncy Creek Rd., Kittery Point, ME 03905.

West Wight Potter's Assoc., Southern California Chapter, c/o Bill Beddow, 1333 Corby Ave., Norwalk, CA 90650

PADDLING

ACA New England Division, c/o Earl Roberts, 785 Bow Ln., Middletown, CT 06457.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Hulbert Outdoor Center, RR1 Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.

Kahakai Outrigger Canoe Club, P.O. Box 134, Seal Beach, CA 90740.

Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.

Metropolitan Canoe & Kayak Club, PO Box 021868, Brooklyn, NY 11202, (914) 634-9466.

New England Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.

New England Downriver Championship Series. (203) 871-8362.

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

Wooden Canoe Heritage Association, c/o Julie McCrum, 1075 Winchester Ln., Aiken, SC 29803-9667, (803) 643-3800.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (978) 283-4695.

Cape Cod Viking Rowing Club, c/o Jeff McLaughlin, 121 Sheffield Rd., Brewster, MA 02631, (508) 896-5363, <www.c4.net/viking>

Conn. River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.

East Ruver Crew, c/o Tori Gilbert, 22 E. 89th St., New York, NY 10128.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Marietta (Ohio) Rowing & Cycling Club, P.O. Box 1081, Marietta, OH 45750, (740) 374-6997.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Piscataqua Rowing Club, Prescott Park, Portsmouth, NH, c/o Mike Gowell, (207) 439-0886, or Jeff Taylor, (603) 228-4614.

Ring's Island Rowing Club, c/o Alice Twombley, 91 Seven Star Rd., Groveland, MA 01834, (978) 373-7816.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

Sauquish Rowing club, c/o Mike Jenness, 2142 Washington St., E. Bridgewater, MA 02333, (508) 378-9986

Whaling City Rowing Club, c/o Lucy Iannotti, 57 Arnold St., New Bedford, MA 02740, (508) 993-8537, email: <kiresik@msn.com>

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (781) 282-4580.

United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT .

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

"Scuzbums" (Southern California Small Boat Messabout Society), 4048 Mt. Acadia Blvd, San Diego CA 92111, (858) 569-5277, Annie Kolls <Scuzbum@aol.com>

West Coast Trailer Sailing Squadron, c/o Ron Hoddinott, 12492 104th Ave. N., Largo, FL 33778, (727) 391-7927.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.

New England Steamship Foundation, 63 Union St., New Bedford, MA 02740. (508) 999-1925.

New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.

Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.

Steamship Historical Soc. of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o Calvert Marine Museum, P.O. Box 97, Solomons, MD 20688. (410) 326-2042.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Puget Sound TSCA, c/o Larry Feeney, 59 Strawberry Pt., Bellingham, WA 98226. (360) 733-4461. email: <larry@cedarcroft-press.com> www: <http://www.tscainfo.org/puget/>.

Sacramento TSCA, c/o Robert T. Ratcliff, 2861 San Carlos Dr., Walnut Creek, CA 94598. (925) 939-4073.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft Association, c/o Custom House Museum, 25 Water St. Newburyport, MA 01950, www: <http://www.tscainfo.org/custhouse/>.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Traditional Small Craft Club, P.O. Box 87, N. Billerica, MA 01862. (978) 663-3103.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of W Mich, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820. (781) 272-9658.

Great Lakes Wooden Sailboat Soc., 31538 Center Ridge Rd., Westlake, OH 44145. (216) 871-8194.

S.S. Crocker Association, 8 Lane's End, Ipswich, MA 01938. (978) 356-3065.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475. (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATERCYCLING

International Watercycle Assoc., 265 Santa Helena, Suite 110, Solana Beach, CA 92075-1538.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.

Great Lakes Wooden Sailboat Soc., 31538 Center Ridge Rd., Westlake, OH 44145. (216) 871-8194.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Small Wooden Boat Assoc. of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

Wooden Boat Found., Cupola House, 2 Pte. Hudson, Port Townsend, WA 98368, (360) 385-3628.

Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

You write to us about...

Activities & Events...

A Classic & Vintage Boat Festival

Join us on Thanksgiving Weekend, November 24, 25, 26, at our Chapman Classic & Vintage Boat Festival on Florida's east coast at Northside Marina in Stuart, five miles from the St Lucie Inlet on the Okeechobee Waterway at Marker 23. This is an informal weekend celebrating classic watercraft and those who designed, built and maintain them. Sailboats, powerboats, hand powered craft, reproductions and replicas are welcome.

For more information and vessel registration please call Majorie Pratt at the Chapman School of Seamanship Maritime Library, (561) 283-8130.

The Chapman Maritime Library is a campus-based maritime reference library which supplies books and reference materials for the use of the students, but also houses a display of marine artifacts. The public is also invited to attend regularly scheduled Tiki Talks featuring seaworthy speakers and to view the artifacts.

Will you join us in our mission? Loan or donate nautical artifacts; volunteer to help catalog library materials; log in artifacts; assist students in the reference section.

Marge Pratt, Chapman School of Seamanship Maritime Library, 4343 SE St. Lucie Blvd, Stuart, FL 34997

Information of Interest...

Meet My Boat

I've subscribed to *MAIB* for a year now. Fantastic publication. Every issue brings clever ideas to age old problems. With this in mind I thought readers might be interested in my particular boat, as there aren't many of them around.



Scoot is a 1975 Drascombe Driver, and was sold as a motorsailer as she has two tiny bilge keels and no centerboard, so she doesn't make brilliant progress to windward as she crabs along under sail. But what fun! With a 5.5hp Honda inboard engine connected to a feathering/reversible propellor, she tears along effortlessly right up to her 6kn hull speed, and with a removable thwart there is loads of room for two people to sleep very comfortably aboard under a humble tarp tent. At 18' and 750lbs, she is big enough for rough weather (she was designed for the English Channel) yet small enough to tow and launch with a VW. Although she has full flotation, I've yet to come close to swamping her, even with 5 adults aboard.

Improvement plans for next year include a bigger jib for more drive in Maine's light summer breezes, a tent with arched poles for more useful space, and perhaps a leeboard that can be snapped over the gunwale to improve windward performance.

Sam Powers, 33 Atlantic St., Portland, ME 04101

Noah Publications Issues 2001 Calendar Of Wooden Boats

The 2001 edition of the *Calendar of Wooden Boats* is now available for distribution and sale. The calendar has been published annually since 1983 by Benjamin Mendlowitz, America's preeminent photographer of wooden boats.

The new edition offers a varied mix of exceptional boats, one for each month. January begins with *Dolphin*, an 1893 Cape Cod catboat, sailing into the sunset at day's end. March offers the grand 1914 Fife ketch *Sumurun*, all 94' of her dancing over the swells in the Caribbean waters off Antigua. Visual treats for other months include *Bagatelle*, a vintage N.G. Herreshoff Buzzards Bay 25; *Olympian*, a 1913 P-class sloop showing off the sleek sheerline of her era; the incomparable schooner-yacht *Brilliant*, designed by Sparkman & Stephens in the early '30s; and the fine-looking *Glide*, a 50' Casey yawl seen making headway under a strong wind on Maine's Penobscot Bay. To round out the year are images of a Beals Island lobsterboat; two Concordia yawls sailing together; a cedar-hulled runabout; a peapod rowboat; a Maine coast cruise schooner; and a warm, inviting interior.

The *Calendar of Wooden Boats* is designed in an elegant 12"x 24" wall format, which includes ample space for notes and appointments. Each month's image is a master study in light, contrast, mood and attention to detail, complimented by an insightful and entertaining caption by marine historian Maynard Bray. It is available at fine bookstores, chandleries or order directly from NOAH Publications for \$14.95 plus \$4.50 s&h.

NOAH Publications, P.O. Box 14, Brooklin, ME 04616, (800) 848-9663, <noah@noahpublications.com>, www.noahpublications.com

Information Please...

OTCA Sail Plan

I am looking for the dimensions for the original sail plan for the Old Town OTCA 17' sailing canoe with a lateen rig. The boom and yard are both 13'3" long. Any assistance would be appreciated.

I have been learning to sail in this canoe, to which I have improvised a Snark sail of about 68sf (too much?). The Snark met up with a Ford 3-point hitch snowblower. No, it wasn't me operating the tractor. I am capable of operating dangerous machinery but am at considerable risk when I have a pocketful of cash and catch a whiff of wood and canvas. Harry Dudley can testify to this as it was his OTCA that I bought from the May 15 issue classifieds.

So if any reader has such sail info, or just wishes to take advantage of this canoe addict (I have cash!), please contact me. Old outboards, engines and literature do it for me too.

Some day Robb White's writing may inspire me enough to write about my first messin' about, age 11, involving foam roofing panels from the local school construction site and the irrigation ditches and swamps around Cranbury, New Jersey.

Gunnar Seigh, 75 Creek Rd., Staatsburg, NY 12580, (914) 889-4592

Opinions...

Subscriber Directory

I think the suggestion in the September 1 issue from reader John Parks for a subscriber directory is a great idea, and achievable, but it must be done with anticipation that not all subscribers will want to participate, or even be contacted. A voluntary directory with ground rule understandings and acknowledgements, and periodic renewals, is a noble and worthwhile idea.

My wife and I row a 19' Harry Bryan Willow (shown at the WoodenBoat Show in Mystic in 1996) and continuously meet people rowing on the coast. Most are *MAIB* subscribers and clearly are a self-selecting group. We offer our spare boat and a meal (sometimes a bed) to those folks we meet. During this past summer we've made reciprocal connections in Bar Harbor, Gloucester and Camden. As members of the Cape Cod Vikings we already are part of a cadre, but wish to expand the network. We would be happy to help establish a network for sharing information and interests.

Some observations: Some *MAIB* readers apparently do a little bit of everything; repairing, modifying, building, sailing, kayaking, motor boating. Most do only two or three of these. Networks will largely be built around the core activities of interest.

Our interest in networking is to be better able to expand our horizons, to row areas that sound/look interesting but that require us to gain local knowledge to best deal with matters such as launch ramp accessibility, parking, tidal range, winds, waves and currents, rips, whirlpools, commercial traffic, divers.

Also local contacts in an emergency, or on a planned basis to share some part of a journey, greatly enhance the possible experience. When I reflect on this, I realize that *MAIB* has been offering just this.

Bob & Judy Yorke, P.O. Box 981, Wrentham, MA 02093, (781) 545-1651.

Backyard Boating for Boys

The theme, "How a Boy Becomes Interested in Boats", can have some highly constructive aftermaths. First, obviously the main population lives far from shoresides which makes any boyhood marching to a different drummer (as myself) much more difficult. However, in 1926, when I was six years old, the homeowner's fad was to have a small backyard fishpond. My mother and a lady friend excavated a hole about 12' x 6' x 3', and, I believe, simply slathered cement around to a self-supporting thickness. When it was filled I found a new heaven, prompting the cutting out of small wooden shapes and the seeing how they floated. I had a tiny windup outboard motor that made things all that more interesting. Somehow I came across some model underbody sections for a large sized sailboat (4') which slid along opening up a whole new world.

A circa 2000 counterpart need not be deep enough for liability concerns, maybe 6" would suffice. The balance could represent a test tank of sorts. I remember occasional messy sloppings of pails of gelatinous masses of toad eggs or water lilies; and a bottom drain might eliminate the need for periodic draining and cleaning. Modern swimming pool chemicals would solve most problems here. We now understand more about ferro-concrete but, for the most part, I think just adequate thickness of mud from a wheelbarrow mix will suffice.

Parents interested in education and homelife might take note here. The enjoyment is endless with about the only inconvenience being wetted knees of youthful pants. I hope some construction contractors might take notes and provide us with useful information including designs.

Norm Benedict, Santa Maria, CA

Projects...

I've Started the Next Boat

I have started the next boat. A while ago I decided to reverse the usual bidding procedure to one where I let the customers tell me what they'll pay for the boat they want. When the time comes, I'd accept the most attractive offer, and now the time has come. I am now completely caught up on my to do list... spars, hollow paddles and all. I mailed out the announcements that I was fixing to start building a boat again and the offer jockeying heated up (I am going to have to get rid of this damned phone). Guess who the high bidder was? It certainly wasn't the Florida lady who lives in the Frank Lloyd Wright house. I think she forgot about the whole project or was overridden by her relatives. I ain't heard anything from her... I hope she didn't die.

The highest bidder was me and I outbid some pretty high rollers too. I have been in communication with Pat Atkin about some inboard, very shallow draft, tunnel stern boats that were a specialty of the Atkins. One of your readers (Clyde Price of Hurst Texas) put me on the trail and I have studied a bunch of plans (most of them were published in old *Motor Boating* magazine) and it finally boiled down to two.

One, *Rescue Minor* (19'6"x 5'8"x 6" draft, either running or sitting), was designed as a crash boat during WWII to pick up downed aviators in places like where the *Riddle of the Sands* played out. The boat will

run 17 knots with 20hp (something like an Atomic Four) and turned out to be a very good sea boat too. Our stomping ground is kind of riddled with sand and rough water so I assume that the little crash boat would be ideal now that I find that I forgot to think about how my grandchildren would grow larger and more plentiful when I built the outboard skiff we have now (we look kind of like a crowded wasp nest with all those faces looking in every direction).

The other boat, *Everhope* (20'x 6'x 1' loaded draft) is good too. It was designed in 1938 as a fishing boat. The Everhope is a lap-strake boat and would definitely be my choice of the two, since *Rescue Minor* is plywood, which ain't my thing, but that extra 6" of draft is a big deal to me. On these flats where I have to anchor, that would mean over a hundred yards further I would have to carry all the necessities of life, plus the boat would have to moor way out there almost in international waters where a fool dingaling might run into it while in some blind stupor.

You guessed it doctor. I ordered both sets of plans and I am going to eyeball the two together into one boat. Please don't tell Pat Atkin. It'll work, but naval architects (particularly the Atkins) do not approve of modifications and improvements to their work and I bet William's and John's spirits are already twitching, but that's alright. Pat is the only one that can actually worry.

I am going to have to change my lifestyle a little bit in order to afford to do this, which means I am going to have to cut back on the necessities. Fortunately that does not mean that I won't be able to go to the coast, because when I am there, I am in a sort of state of suspended animation and it doesn't cost anything to live. Actually, my Jane and I are not big consumers and such a tightening works no real hardship on us. I had to give up the big V-8 when gas got up off 79.9 cents (I inherited, just in the nick of time, a twenty year old diesel Mercedes station wagon which gets about 32mpg creeping to the coast with the boat). I got what I need to build the boat but I will have to scratch up the scratch to buy an engine (Yanmar and Kubota both make very light 20hp diesel engines) and rig up a kick starter but it will be worth it.

You know it is funny how some people are, just can't get their situation improved enough. I am lucky. Some men don't know what the hell they want. All I need is another boat, I already got me a good woman.

It is raining down here, on account of another of these neo-hurricanes passing by. I thought all the frogs and skeeters had dried up, but they ain't. They are having a wonderful time out there and I am going to go join them as soon as I get these two garboard strakes (I am going to strip plank the bottom of this boat, shape's too complicated) adjusted to suit me. I'll keep you informed of the progress of this reckless foolishness.

Robb White, Thomasville, GA

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Hi-Rise Boat

I have read and re-read two years worth of *MAIB* given to me by my brother and now need some fresh ideas. *MAIB* inspired me to build my own boat in my apartment on the 13th floor of my building here in downtown Chicago. The boat comes apart amidships, resides in my living room when not in use, and travels to the street via the freight elevator.

Rob Hansen, Chicago, IL



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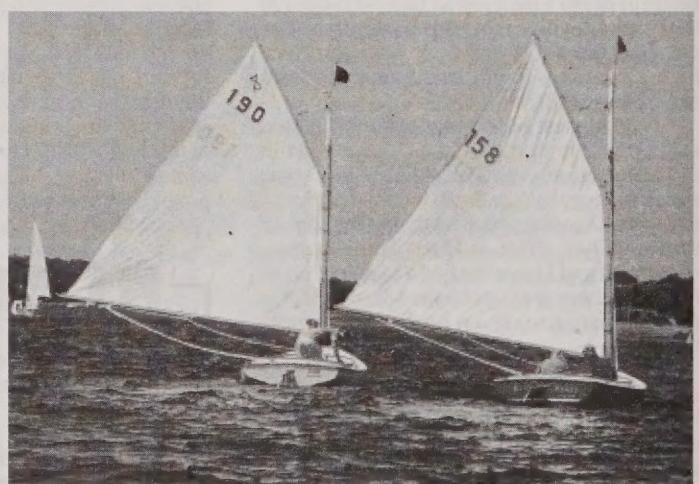
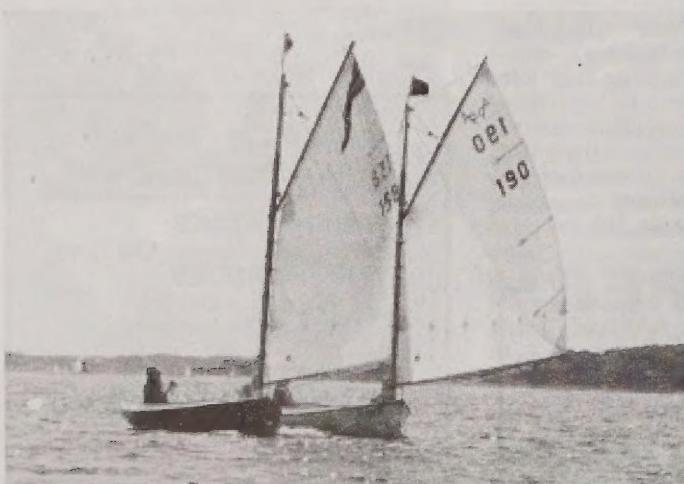


A gorgeous display of gaff rigs on Pleasant Bay, these are the 15' & Under Class.



Dan Gould and Robin Davis headed for the 16' Class win in their Arey's Pond Lynx.

Hall vs. Metzger in Arey's Pond 14s.



2000 Arey's Pond Catboat Gathering

By Tony Davis

The 26th of August started with little wind on protected Pleasant Bay on the elbow of Cape Cod, Massachusetts as our annual Arey's Pond Catboat Gathering & Race got organized. A breeze started to fill in from the east by 10am and by start time we had a SE wind at 10 knots. Sixty-eight boats registered; fifty nine finished. Prior to the start, catboats of all sizes were circling the committee boat awaiting their start sequence.

Twenty-three of the cats were in our Arey's Pond Classes, including four 16' Lynx and nineteen 14' Cats. A new class for traditional wooden boats was included this year, which included two Wianno Seniors, a Baybird, and a 19' William Garden canoe yawl. The boats took off from a crowded starting line, filling Pleasant Bay with a gorgeous display of gaff-rigs.

Dan Gould, Arey's Pond Boat Yard's head boatbuilder in his new Lynx 16, with crew Robin Davis, won the 16' division in 1:28:09. Because our employees were not eligible for awards, the first-place award for the 16' class went to Don Lesieur in his Lynx in 1:30:55. Likewise, Jim Donovan and Ben Capps topped the A.P.B.Y. 14' Class in 1:30:14, but the 1st place was awarded to Sally

McOsker and Debra Saliba in 1:39:34, beating defending champions John Thornton and his son Vinnie by one second after an hour and a half of racing.

The Handy Cat Classics and Marshall 15s class was won by John Friedler in a Herreshoff Minuteman in 1:32:15. Marshall 18s were competitive as usual with Joe Tamsky beating defender Bill Clary by seconds in 1:15:04. The overall fastest cat was the 20' *Pandora*, owned and skippered by Bert Staniar with his brother Drew Staniar as crew, topping the 20' & Larger Cat Class in 1:14:34.

Bruce Hammett's Wianno Senior topped the Traditional Wooden Boat Class, setting fastest time of the day at 1:01:30. The five Beetle entries were bested by Susan Powers in 1:37:33.

Awards and a lunch followed at the boatyard. Proceeds of the race were donated to The Friends of Pleasant Bay. In excess of \$800 in proceeds and contributions was raised to help this worthy group preserve the natural beauty of Pleasant Bay. The race was held in memory of long-time Arey's Catboat sailor and friend, Peter Dow Campbell, III, Esq. And a happy 100th birthday was noted for Alan McClenen's Crosby cat *Lestriss*.

Tony Davis, Arey's Pond Boatyard, Box 222, S. Orleans, MA 02662



Ray Heus entered this 19' William Garden canoe yawl.

Alan McClenen's 1901 Crosby cat, *Lestriss*, celebrated her 100th birthday still sailing well and looking good.



Many sailing races in Duxbury Bay on the Massachusetts south shore are won or lost by wind shifts. Everyone on the Bay should become an amateur meteorologist.

On a typical summer day, the Plymouth Woods significantly affect Duxbury Bay. Because they are mostly scrub pine and sand, the woods of Plymouth County are heated by the summer sun and produce a remarkable upward convection current of about 10 knots. When this 10 knots is added to the prevailing westerly wind of about 10 knots, the result is a westerly or southwesterly wind of about 20 knots, causing a steep chop in Buzzards Bay to the southwest of the woods. In contrast, the prevailing wind and the convection current just about cancel each other out and produce either no wind or a very light easterly in Duxbury Bay to the east.

Yacht designer John Alden designed the Duxbury Duck and other Massachusetts Bay boats of light displacement, large sail area, and streamlined hulls for light air. These features are also combined in the Flying Scot, designed by Sandy Douglas. In contrast, Nathaniel Herreshoff, the Wizard of Bristol, designed the

The Plymouth Woods

By Doad Danner

Reprinted with Permission from *Bay Tidings*, The Duxbury Bay Maritime School Newsletter

Bullseye and other yachts for the steep chop of the 20 or so knots of Buzzards and Narragansett Bays. Many sailors have traveled through the Cape Cod Canal in late morning, leaving a dead calm in Massachusetts Bay but finding a howling southwester in Buzzards Bay.

This is the classic "fisherman's breeze" which takes the sailing fisherman offshore at dawn. The land is colder at night and the wind blows from the cold land to the warmer water. By 11am the fisherman returns with the onshore breeze, due entirely to the upward convection current produced by the sun warming the land. The white, puffy cumulus clouds that

pop out over the land just before the easterly breeze blows onshore can be used reliably to predict this onshore wind.

The phenomenon of the cooling onshore breeze has been celebrated for many years in many ways. Old-timers will recall the New Yorker's joke that there are only two good things about Boston; the "East Wind" and the "Merchants Limited" (the train that left Boston everyday at 5pm bound for New York). If you travel the islands around the world, you will find the fisherman's breeze everywhere, causing onshore breezes after the land has heated up.

My suggestion is that every sailor learn the weather by hourly observations of sky, sea, wind, and land features, while watching the weather TV channel, the weather Internet sites, and especially listening to the NOAA weather information. I guarantee that your racing will improve and that you will start a lifetime of being a weather buff.

(Plymouth Woods includes the 25,000 acre Mile Standish State Forest a few miles inland from Duxbury/Plymouth Bays, all sand and scrub pines)



Jozeboat and I in calmer paddling conditions.

Big Adventure in a Small Boat

By Robert Rogers

Beginnings can be hard to pin down. I suppose one could say that my most recent cruise along the northern coast of Lake Superior really began when I encountered a brief article in the January 2000 issue of *Messing about in Boats* by Joe Reisner describing his design for the Jozebote. Intrigued, I ordered a copy of the plans.

The Jozebote, a flat-bottomed kayak constructed mainly of plywood (lauan mahogany, in my case) measures, in round numbers, about 16' in length, 22" in beam at the waterline, and 9" high at the gunwales of the open cockpit. The decks fore and aft are made from aircraft dacron cloth stretched taut over rounded plywood frames and then waterproofed with paint.

I began building the boat in June. When I first tried it on the lake in Minnesota where my wife and I summer, it handled even better than I expected. It was fast and stable. A short shakedown cruise in wind of 25 knots convinced me the boat was sufficiently seaworthy for me to contemplate what had been my goal all along, a multiple day cruise along the rugged coastal waters of Ontario's Pukaskwa National Park.

Earlier trips in the same area, all in an open canoe, had already acquainted me with the potential hazards of this coast; notably the risk of becoming windbound, as had happened on all three of my previous trips, and the danger of hypothermia in a lake of such depth that its waters remain at about 46F all year round. Another problem is the inhospitable harshness of the wilderness coastline. There are only two established camping areas in the first six miles southward from Hattie Cove, one near the mouth of the White River and one in Willow Bay, and when the surf is up sheltered places to pull into for a rest are almost nonexistent.

On August 14 I put in at Hattie Cove about 4pm, hoping to make it to Willow Bay in about three hours. I never got there. The wind was moderate. I had specifically asked the ranger at the park headquarters about the weather forecast. She informed me that there might be some rain in the picture but that otherwise there was nothing of meteorological

note for the next two or three days. The report couldn't have been more wrong. And I foolishly declined the use of a "loaner" weather radio. Big mistake on my part!

My spirits were high when I reached the more open waters of Pulpwood Harbour. The rapid rise and fall of the swells was exciting enough to make it all seem worth while, the long hours of driving, the complications of planning the trip, and the effort (actually pleasureable and challenging for me) of constructing the kayak. Once again I was inspired by the spellbinding magnificence of the coastline. And I was delighted with the fruit of my boat-building labors. The kayak was performing admirably.

There was a headwind. By the time I had crossed the mouth of Player Harbour my progress was much slower than earlier. By a bit after five o'clock the wind had picked up and the skies had gotten dauntingly dark. It looked like a storm in the offing. By then I not only had little hope of reaching Willow Bay before nightfall, I wasn't sure I could even make it to White River. Yet I knew of no other places to retreat to. Rather than risk paddling too late, or getting caught in a storm, I decided to investigate the southern edge of Picture Rock Harbour where, some distance from the coast proper, I was fortunate to find a good place to camp on a small, protected beach.

Perhaps I should pass silently over the low comedy of the scenes of my first camp where the improperly skewered beef kabob fell into the campfire and where I liberally sprinkled blood all over the campsite after cutting, in succession, not just one but both thumbs with my newly acquired, incredibly sharp Swiss Army Knife. An old geezer like me should be camp-smart enough to avoid such clumsy behavior.

There was nothing ominous about the morning of my day of reckoning. After breaking camp and paddling from the sheltered area into the bay, I encountered a fresh but manageable breeze. Occasional but widespread whitecaps sparkled in the sunshine, indicating a wind of around 15mph.

As I paddled southward the wind came

at me from the southwest. The kayak rose easily up and over the principal waves (swells). These appeared to be about 10' high, though they may in fact have been no more than 5' or 6' high. I do know that when I was in a trough I had to look upward in order to focus on the crest of the incoming swell. What I can say with even more certainty is that the crests of the major swells were something like a hundred feet apart!

Seriously complicating the situation were the waves, almost as huge as the incoming swells, that reflected off the coastal cliffs, thereby creating, along with minor factors such as the irregularities of the coastline and the vagaries of the wind, a vicious chop of subsidiary waves imposed upon the larger pattern, the worst feature of such a chop being its unpredictability. Comparatively speaking, the big swells are like gentle manatees while the choppy wavelets are like aroused piranhas. It's the little ones that gitcha.

Paddling under such circumstances becomes stressful because one must remain vigilant. Respite is momentary. The waves keep coming. In this gigantesque landscape the tiny base of the kayak moves abruptly up and down several feet, over and over, while at the same time it pitches and rolls and yaws during its forward progress. Somewhat like a bucking bronco, or like one of those computer-generated drawings, it moves four-dimensionally through space and time. Even so, things were going well enough except for the fact that the wind began to freshen, gradually but steadily. As that happened, the number of whitecaps increased, the chop became more unpredictable, and some of the whitecaps started turning into curlers.

Meanwhile I was having to pause more and more often to sponge water out of the cockpit, not just water from the drip of the paddle but from when the bow digs a bit too much into an oncoming wave, so that instead of running off the rounded foredeck a significant portion of the water continues on into the open cockpit. Then there were occasional slops over the gunwales from the side when a maverick wavelet suddenly developed out of nowhere. The kayak's being fully loaded, with gear, food, and water for eight days, left only 5" of freeboard between the virtual waterline and the top of the gunwales.

By about 11:30 I was well past the only nearby place of refuge I knew of, the White River. That is where I first became acquainted with this part of the world after a memorable descent of the river in 1985 with two of my oldest (most longstanding, that is) paddling companions, Bob Fowler and Pep Johnson. It was then that I first experienced being windbound on the coast of Lake Superior. That was, in a sense, the true beginning of the present trip, as well as the origin of my fondness for this territory.

But my progress this time was more up and down than southward. And I was now spending more time sponging water out of the cockpit than paddling. It dawned on me that I should have brought a bailer as well as a sponge, something I always do when paddling a canoe. Another grave mistake!

By noon I was feeling desperate. The wind had risen to at least 30mph. The accuracy of this estimate was subsequently confirmed when I learned from the Hattie Cove ranger after my return that the wind from 1200 to 2100 on this particular day had ranged from

34mph to 40mph. Gale force. Beaufort scale 7. The ranger mentioned that there was a helicopter rescue operation that same afternoon in Oiseau Bay, another twenty kilometers to the south from where I was.

The shelter of Willow Bay was still a couple of miles away, which at my rate of progress could mean hours. My chances of getting there were rotten. The chances of escaping alive if the kayak tanked up with water were equally rotten. No wetsuit either, another grave mistake. But judging from the map and my memory of this area, there was no place to hide. Even the nearby bays were seething cauldrons of crashing waves and foaming froth. These bays are fully exposed to the fury of the wind from the west.

Suddenly I realized that a tiny cove I was just passing, one that doesn't even show up on the topographical map and is only about fifty yards wide at its mouth, appeared to have at its far end a crack in the face of the cliff. I thought I could see a lime colored slice of quiet water in the background. Because of the way the waves were breaking over rocks at the shallow end of the cove, it didn't appear safe to approach. On the other hand, I didn't like my chances where I was, so I went for it. When I was close I could see that there was room to paddle through.

The "crack" that had nearly escaped my preoccupied attention turned out to be about 10' wide, and behind it was a tiny rock-garden of a bay measuring about 50x 100yds, with towering, mostly forested cliffs all around. No beach, to be sure, but dry land and no more waves and even a bit of gravel to pitch a tent on. What a relief! In the navy I had experienced a hurricane in the Atlantic and a typhoon in the Pacific, and as a canoeist I had paddled through tons of whitewater (with more than a few capsizes), but never had I been so glad to be on dry land as I was on this day.

After lunch and a rest I clambered for some twenty minutes across the rock garden in the bay and up the more accessible portion of the cliffs to where I could see Lake Superior. It looked like a gigantic sapphire cotton field, with whitecaps everywhere. The coastline appeared to be lined with cotton batten all the way along. No chance of moving out before the next day. As I rested on a flat part of the cliff a fast-moving helicopter flew close overhead. I didn't wave because I was no longer in danger, but I wondered if they saw me or my kayak. It must have been the same rescue helicopter the ranger mentioned two days later. The lake was too rough, the ranger had said, for the rescue to be effected by boat.

That night, in spite of the fortress-like protection of the cliffs between me and the lake, the wind roared over the top and funneled through the "crack" with such force that even though I had "deadmen" at each corner of my tent and two ropes from the fly fastened to a bush and a log, plus more rocks at the inside perimeter of my tent, and even though I lay spreadeagled on my back with my feet against the windward end of the tent with my outstretched arms against the frantically flapping sides, I still thought I was going to have lift-off. What a night!

Sunshine the next morning but no abatement of the wind. Another scouting trip up the cliff confirmed my surmise, windbound again! So I slept most of the rest of the morning. Then, through the tentflap, I noticed that the clouds seemed to be coming from a slightly different

direction than before. If so, I may get some protection from the landmass. And the wind seemed to have lessened. Having nothing better to do, I decided to break camp and then shove off after lunch. Only, I will head back toward Hattie Cove. If conditions were still dangerous, I will at once retreat to the cove and pitch camp all over again.

While there were still many whitecaps on the lake, I was able to negotiate the waves and the headwind, which was now coming from the north. By the time I reached the mouth of the White River, the wind seemed to have picked up again. Since I had no way of knowing if it would continue to increase, and since I was in no special hurry at this point, I made for the nearby camp, which was just across the river from where Bob and Pep and I had been forced to camp back in 1985. The old campsite has been unravelled by storms and overgrown by vegetation. The present one wasn't exactly scenic but there were some amenities; a "sandbox" tentsite, a bear-proof

box in which to store food, and an elegant outhouse fit for the contemplations of philosophy.

Early the next morning, in now "quiet seas", I headed for Hattie Cove with mixed feelings. I was reluctant to leave the place, but I had already had an overheated plateful of what I had come for. At this point I was hesitant about seeking whatever it is that the territory might have to dish out next. A little more predictability in my life, that's what I am in the mood for now.

(Jozebote is 15'9" long overall and 28" wide. Draft is 3" with a 215lb paddler. A shallow skeg keeps the hull tracking on a straight course. The 42" long cockpit and foot space forward are comfortable for even a very tall paddler. There is abundant stowage under the fore and aft decks.

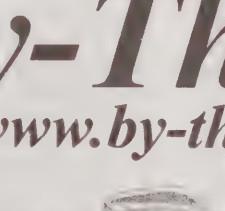
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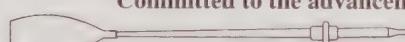
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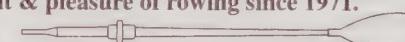
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Part 2:

Loss of Steering Near Destruction Island, and on to Westport:

We departed picturesque grey Lapush early Wednesday 9/10/97, the wind rose from the southwest and we splashed along. Soon all ports and wheelhouse windows were sealed tight from the flying spray. It was uncomfortable and wet in the 3' chop but we were making a good six knots under grey threatening skies. It seemed fall had already fallen on the Washington coast. At any rate, all I had to do was to push on and we would make it to Westport in time for supper. We were running more or less into the seas so Elmer was steering well enough. At times I heard a funny scraping noise from the autopilot, but it continued to work and, foolishly, I did not investigate the source of the noise.

When we were about a mile north of Destruction Island, *Flamingo* went rolling off to port for no apparent reason, but I did note the steering wheel was not rotating. Elmer apparently had quit. I switched Elmer off and took the wheel. A rather sickening feeling ensued when I noticed nothing happened as I rotated the wheel! We had lost rudder control. "Yuck, what's this?" I said. "Geez." I throttled back, put Brutus in neutral, then switched the engine off.

It was eerily quiet. *Flamingo* was rolling actively in the chop, so I lowered the flopper stoppers to reduce the turbulent discomfort as I searched for the problem and hopefully, made a fix. The flopper stoppers helped. Also, we were on the downwind side of Destruction Island, which was the safe side. To be sure of our drift, I panned a note of our present position from Georgie, my trusty GPS. Then I went below to examine the autopilot's control chain etc. It didn't take long to find the trouble. The main steering chain from the driving gear on the steering wheel shaft was broken, hanging there loose! "What the hell's this?" I said. Then I observed the autopilot's chain was placed all too close to the main chain, and the two apparently had caught on each other, causing the crunching noise and the break.

Remembering some chain parts were in the aft tool locker, I went there and returned with the plastic containers, pausing in the wheelhouse to again check our position. All was well; we were drifting away from the beach on Destruction Island. "Well, at least we've got lots of time. Whew!" I said. Down in the foc's'l, I opened the containers, searched for a chain link and found several of different sizes. With hands a bit shaky, I shuffled parts and found a link of the proper size. "Yes, I think I've found it! Eureka!" I shouted. Then, very carefully, I replaced the bent male link, pulled the chain taught, and, after some struggle, slipped the new female piece over it, then with the long nosed pliers pressed on the small spring steel clip which clamps all together. "Zowie, I think we've done it. Yay ha!" I shouted to myself. Then I tested the rudder control by turning the wheel and all seemed well.

I vowed to leave Elmer off for sure, 'til I could fix the problem. "All right, let's get back under way," I said, as Brutus was restarted. The steering was tested briefly while under way, and all was well. Floppers were then hoisted back on board, cleated down, poles rotated back up into their slots next to the mast and cleated in place with some struggle in the

29 Days Before the Mast

The Cruise of the *Flamingo* Seattle to Santa Barbara In 55 Days

By Jeff Douthwaite

"It's not in the final destination, it's in every day, the joy in life is found along the way."

chop, and we were off again. "Thank you, Pete, for those spare parts. You're a good man, damn good! Hooray." I said to the spirit of Peter Burkette, the previous owner. The whole steering breakdown and repair had only cost us about an hour. It was a great relief to be back under way. Later, the SW wind abated, a westerly took over, and it was more comfortable heading south. Or, I should say, less uncomfortable.

About two hours later, I heard a "thunk" on the wheelhouse roof, the engine exhaust noise suddenly was much louder, and I suspected the exhaust muffler had fallen off. "What next, dammit?" I said. Fortunately the muffler did not fall off the roof, and I retrieved it, stashed it on deck, and pushed on. "Noisy, but no real problem. That's what you get from doing a sloppy job, Douthwaite," I said. In Seattle I had replaced a pipe coupler below the muffler, but not strongly enough and the action of the ship at sea was enough to jar it loose.

Westport was finally reached at about 7pm. It was difficult to locate the marina in the dark, with a great mass of lights to confuse the issue, but after overshooting it, we found it, found a slot to tie up, and gratefully went for some supper and a walk before bedtime. It had been a full day. I vowed to take tomorrow off, register with the marina, rest, and fix Elmer and the muffler. Whew. Cruising down this coast ain't necessarily easy.

Imagination, Knowledge, Risk and Safety:

"Imagination is greater than knowledge," is a quote from the famous Dr. Einstein. I certainly am no one to question the great physicist, but I wonder. One's imagination may serve one ill or well. In advanced science and mathematics imagination may be essential. Enough imagination to foresee possible problems and prepare for them is one thing, but on a small boat in a big ocean a fertile imagination can scare you. All manner of catastrophes can be readily imagined, none of which are welcome.

Probably worst of a bad lot of possibilities on a wooden boat is imagining a "sprung plank". A bus driver in Crescent City had told me of her husband's near death from a sprung plank while he was a fisherman on an old wooden boat in Half-Moon bay. "It was a calm day, and all of a sudden a plank sprung and the boat sank. They had about a minute to abandon ship," she said.

"I've never heard of such a thing, and I don't want to talk about it," I said. Yuhk, what a ghastly thought. Later, I asked other mariner friends about that horrible hypothetical and one said, "Yes, I've heard of it happening. Make sure all of your hull's plank endings are

securely fastened to the ribs." This comment was not gratefully received, as I was not about to haul the *Flamingo* out again to check for plank-end fastenings. It worried me a little.

Another yachtsman friend laughed and said, "No, that's a crock. It'd never happen unless the hull was put to a very great unusual stress." Yes, that was much better, what I wanted to hear. Still the imagination could do great and awful things with such a suggestion, especially on a dark night in big seas with lots of chop on top, when the hull is obviously under stress.

Another product of an active imagination is to worry excessively about how close to the beach you can safely cruise. Here's a nasty imaginative game to play, entitled, "Imagine what would happen if the engine quit now". Now, if you are a mile or more from the surf with 20 fathoms, an adequate anchor, with sand below, is no problem, even on a lee shore. Now, with the same conditions but on top of a deep marine canyon with nothing to anchor to and vertical rocks for a beach is something else. In such a situation there is practically no way to be completely safe, short of having a spare engine or a handy tugboat nearby with towline at the ready.

Similarly, we are all at the mercy of an overactive imagination when we come triumphantly in from the ocean swell, in between the rock jetties and over the bar into a harbor. There is a span of time, say three minutes, in which the engine and steering system simply must not fail. Since the engine probably had been running fine all day and all last week, there is precious little probability of a failure right now... (I calculate the probability of such a failure is 0.0005), but yes it could happen, and doubtless someone knows a ghastly instance when it did. And that person would delight in telling you all the gory details about what tiny bits and pieces were found later on the rocks nearby and five miles down the beach.

The above probability of failure, 0.0005, is based on an expected non-stop engine running time of 100 hours, and a uniform distribution. This probability is higher than that for most boats, which have more reliable engines. Still, this is only one chance in two thousand. Or, to put it in a more positive way, the probability of a successful passage is 99.95%.

"What if" scenarios are another fertile field for the imagination. For example, what if: The propeller shaft should break and fall off now? Do we have a plug ready to insert in the waterspout that would result? Compound probabilities are even worse. What if the propeller shaft should break at the same time as the engine catches fire, etc., etc? A fertile imagination is enough to ruin a sailor's day for sure, and especially his night. I suspect it is such thoughts that have given rise to all manner of superstitions that seamen used to have (and some still do). Thanks anyway, Dr. Einstein, I think imagination is not greater than knowledge, at least not in this context.

Television hucksters of the sensational, which it seems most commercial stations feature, are guilty of making matters worse. Every day they search the world over for some God-awful news to present at prime time. The worse they find, the better their ratings. The result is many otherwise normal people are scared, almost too scared to venture out at night. They certainly would not open their door to a stranger, hitch hikers they never pick up

for we all know they are mostly sexual psychopaths, etc.

Such TV watchers "know" that venturing out in a boat is too dangerous to imagine, especially alone in a small boat in the big ocean. They "know" this sort of junk from their TV watching. The climate of the sensational, scandalous, salacious and violent sells, and one day I expect (and hope) people will wake up and find they and their kids have been brainwashed and turn off the tube, at least the commercial stations. This junk TV that passes for news scares people so they don't even have to exercise their imaginations. Well, if that keeps them ashore, it makes more room for the rest of us at sea, so maybe it is a plus.

Knowledge, which leads to calculations of probabilities, is much better. At such times, I am glad to be an engineer; we are typically said to be short on imagination. We prefer facts and data from which we can compute probabilities and convince ourselves that all is safe enough. This numeric approach makes it much easier to discount and dismiss the horror stories. Imagining what it'd be like to fall overboard is another nightmare. As it says in *Charlie's Charts*, page 10, "Every effort should be made to stay on board!"

Traveling by car on the highway is doubtless more dangerous than by boat on the ocean, but, interestingly, most people don't think so. I suspect this is because it is so commonplace, familiarity breeds contempt, and unconcern for the facts.

Westport to Ilwaco

Friday 9/12/97, left Westport about 08:55 after a nice breakfast ashore. Another gorgeous day at sea! Enjoying a sense of great well-being, grooving with nature, and the sea. But it is a challenge to "keep it all together", especially when traveling single-handed. Elmer is over steering, hunting back and forth, so I give him a rest. Cape Disappointment, about 25 miles to the south, looks like an island.

A whale broke the surface in a big splash, then blew! He looked for a moment like a reef, about 1/4 mile away, but reefs don't exhale. I hope he comes no closer! A west wind of about 15 knots rises, causing some chop, which sends *Flamingo* rolling and splashing. When we are 10 miles north of Cape Disappointment, I observe a patch of tiderips that seem to be flowing westward. I steer farther out to avoid the extra chop. About 14:30, Oregon is in sight! I recognize the hills behind Astoria.

The expected bigger waves around the cape and the Columbia River bar never develop, which is OK with me. There is just enough turbulence to know we are in the ocean, but no problem. From the GPS, I find we are bucking a strong ebb current as we clear the bar heading for Ilwaco. This seems odd, because according to my tide table we are at the time of slack tide, 16:15. I conclude the table must be on standard time, so, rather than buck the tide all the way into Ilwaco, I pull in towards land on the Washington side and drop the anchor. It's time for a nap anyway. About an hour later the current is slack and we hoist anchor and cruise on in another mile or so to Ilwaco. It has been a nice day at sea, feels as if we have come a long way.

After supper, I call Marcia, who tells me Robert Edelstein is to arrive here in the a.m., so I leave him a message where to find the *Flamingo* and me. Good, it should be more fun to have some company as we head off to

Oregon tomorrow. And he can steer while I check the workings of the engine, etc.

Ilwaco to Garibaldi:

The weather clouds up overnight and in the morning the US Coast Guard Station at Ilwaco has its small craft red warning flag flying. Seems fairly mild in here, not much wind. So, after Robert arrives, we shove off. He is an experienced sailboat skipper so he is not worried. Wind picks up as we head out, but not too much, maybe 12 knots. At the Columbia River bar, we encounter some swells from the NW, which loom up large, probably 10' high. *Flamingo* has no trouble, but Robert says he is feeling a bit queasy, so he goes outside into the fresher wind.

I sympathetically say, "Well, that's what you get for eating all that breakfast." He stays out on the stern for a time, then comes in and says, "I think maybe a nap in the foci'l would help, I didn't get much sleep last night."

"Yeah, good idea, help yourself to my bunk," I answer.

Robert sleeps for about two hours. He wakes and emerges as we are passing Tillamook rock on which there is a spectacular lonely lighthouse. I am wondering how they got anyone to agree to live there and run that lighthouse. Looks like solitary confinement to me. The space on top of the rock is only about 50' square. Amazing! And it shows the humanitarian work done by the modern electrical engineers, in that today, no one has to live on the godforsaken rock, it's all done with electronics. Mountainous Oregon seems quite different from SW Washington, which is flatter with only small rolling hills. This is Lewis and Clark country.

Robert is feeling better now, and we chug along over the Tillamook Bar where waves are about 10' high, but the water is 36' deep, so no problem with breakers. For the first time, we see Garibaldi, which seems to be another small fishing village even less handsome than Ilwaco. No one answers my call on channel 16 to the harbormaster, so we pull into a rather decrepit mooring float and tie up. Turns out, the harbormaster has gone home for the day, but the man running the store there says, "You

can't tie up here. It's private and I'm afraid you might pull it away in the wind tonight. That float is for the smaller boats."

So after some discussion, we agree to move to another spot, which seems more substantial, and tie up. His comment about the high wind expected tonight makes us wonder.

We take a short walk around the small town and find a cafe, called "Trollers" for supper. Robert is now well enough to eat about twice as much as I, I notice. Back on *Flamingo*, we had a nice chat and I magnanimously offered the comfy foci'l bunk for him, while I tried the floor of the aft cabin next to the gas tanks. This I gave up in about half-an-hour because the air mattress leaked flat, and the gas fumes were too strong. So, I slept on the foci'l floor. Later, I found and fixed a break in a gas tank vent pipe, which accounted for the fumes.

Garibaldi to Garibaldi:

The second morning with Robert, as we departed Garibaldi, small craft warnings were again flying, a brisk wind was coming from the southwest, and it was rougher than yesterday. After an hour or so of being tossed around in the chop and swell, we judged it would be too miserable to continue on to Newport in this for another five hours, so we turned around and returned to Garibaldi. I shouted immodestly, "We came, we saw and we conquered, and we got the hell out of there." We agreed, there were good reasons for that red Coast Guard flag today. Robert was still queasy a while, but he's a good sport, didn't complain, and recovered fast.

Together, we adjusted the autopilot's gear position and we found a better way to secure the gear wheel so that the a/p chain would not again chafe against the steering chain. In good sailor tradition, after supper he was off on the prow that night. I, of course, stayed with the ship and took care of business. Besides, I needed a siesta. So I took the cozy foci'l bunk and left the floor for him. He returned to the ship about 23:00, and reported he had had no luck with the local women. I was pleased to note that it's still tough being a bachelor.

(To Be Continued)

The Book is Available

By Jeff Douthwaite

I have just recently self-published as a 136 page book *The Flights of the Flamingo, 29 Days Before the Mast*. It is the story, being serialized here, of my trip from Seattle to Santa Barbara and return, but about half of the book is "Waypoints and Navigation Notes", similar to *Coast Pilot*.

The book is available on line (to be downloaded) from <Publishingonline.com> for \$5 and also as a paperback for \$15 directly from me.

Quotes from readers of *Flamingo*:

"It's a good read, brimming with excitement, lessons learned and the human experience. It shows that one need not be

affluent to be a passagemaker." Bob Lane, writer for *Passagemaker* magazine, Fall 1998.

"Just like the *Coast Pilot*, but a lot better and more readable." W. V. Kielhorn, LCDR, USCGR.

"It reads well, good job. You are a great story teller, this should help our cause!" Don, Fineedge Productions.

"After I started reading it, I couldn't get any work done for the next two days. It's good." Millie Keller.

Jeff Douthwaite 5115 40th Ave NE, Seattle Wa. 98105, (206) 523-5116.

Part 3: The Dark Ages 1920-1952

The rise of the automobile was not the only cause for the decline of small boating's Golden Age. The automobile aptly symbolizes, however, the rapid social and cultural changes then sweeping every aspect of American life. The public turned away from traditional leisure activities, to embrace anything new. In the "Roaring 20s" movies and radio were widely seen and heard for the first time. These, and the popularity of jazz and vaudeville theater, made mass entertainment a major cultural force and a big business. Baseball became the national pastime. The increased mobility provided by public transportation and private automobiles provided exciting new opportunities which drew people away from past forms of leisure. Few regretted, or even noticed, the passing of the Golden Age. All eyes were on the future.

Recreational boating didn't end, of course; rather, it was transformed. The development of lighter and more powerful gasoline engines made possible the first runabouts and power cruisers. The speed and comfort afforded by these craft dazzled boating enthusiasts of that time. The intoxication of noise and speed, and the aura of luxury were the essence of this style of boating. Indeed there is much to admire in the design and craftsmanship of classic power boats of this period, from builders such as Chris-Craft, Matthews, Elco, and others.

Lost in the rise of motor boating, however, were the challenges and rewards of developing small boat handling skills. Missing was the concept, born in the Golden Age, of small craft as vehicles of self-discovery and rapport with nature. Also sacrificed was middle-class affordability. The higher cost of the motorboating was beyond the reach of many who could have afforded the simpler boats of an earlier generation. Paddling, rowing and small boat sailing, once regarded as manly sports, were increasingly relegated to children. In sailing, interest shifted to ever larger, more sophisticated and costlier boats. Increased emphasis on racing inhibited the peaceful, contemplative aspects of sailing and, unlike the Golden Age, tended to exclude women and children. Middle and working class Americans turned to other leisure pursuits. It seemed like progress at the time.

Though the Dark Ages meant declining overall participation in small boating, progress continued within a smaller sphere. In Great Britain, the Golden Age did not fade to the extent seen in the United States. Popular books by English authors, such as Arthur Ransome, Colin Mudie, and Weston Martyr celebrated the joys of small boat recreation in the years between the World Wars. Englishman Kenneth Grahame wrote the classic children's book *The Wind in the Willows*, still widely read and loved by children and adults. In the story, the animal-character Rat invites his new friend Mole for a ride in his sky-blue Thames River rowing skiff, and utters the immortal phrase, "Believe me, my young friend, there is nothing, absolutely nothing, half so much worth doing as simply messing about in boats." That Rat was speaking of a common Thames River skiff, rather than an elaborate yacht, was a gentle manifesto that lodged and resonated in the minds of readers. Decades later, *Messing About in Boats* would become the name of a magazine, and messabout was a word coined to mean a gathering of small boats.

Flood & Ebb Tides In Small Boat History

150 Years of Big Ideas & Turning Points

By J. Kim Apel

The Great Depression of the 1930s further suppressed recreational boating for most Americans. Middle class income dropped and many boatbuilding businesses failed. The Depression spurred a landmark innovation, however, that might not otherwise have occurred, the home-built boat. Many who could not afford to buy a boat could build one if it was small and simple. William F. Crosby, editor of *The Rudder*, the leading boating magazine of the time, saw the need, and designed and published (1931) do-it-yourself plans for a light sailing dinghy called the Snipe.

In a radical departure from tradition, the Snipe was intended to be cloned by amateur builders anywhere, built and stored at home, and transported on a trailer behind a car. The Snipe class spread worldwide, and remains one of the most successful and enduring sailboat designs of all time, evolving from planked construction, to plywood, to fiberglass. Following Crosby's example, other magazines such as *Popular Science* and *Popular Mechanix* commissioned and published, from the 1930s to the 1950s, many small boat designs for home builders.

In 1941 Howard Chapelle, marine historian for the Smithsonian Institution, published *Boatbuilding*. It was the first published record of traditional small boat designs and boatbuilding methods. The ability to design and build traditional small craft had, until then, been passed from skilled journeyman to apprentice, evolving over centuries with little if any documentation. Chapelle's work helped assure preservation of this historic perspective, which was later to become essential to the future small-boat Renaissance. As did the advent of the home-built boat, Chapelle's work further democratized boatbuilding by making public the knowledge previously accessible only via long apprenticeship.

World War II prolonged the Dark Ages, but it also produced technological advances that prepared the way for postwar boating innovations. High technology materials first developed or mass-produced for the war effort were later applied to boat building, such as plastics, molded plywood, and aircraft style construction in aluminum.

Following World War II the Grumman Corporation needed a peacetime market for its excess aircraft production capacity. A certain Grumman engineer enjoyed fishing and camping in the Maine backwoods. He was all-too-familiar, however, with the difficulty of portaging his 90lb waterlogged wood-canvas canoe, and with its care and maintenance needs. He envisioned a canoe built of aluminum, like airplanes were built at Grumman.

The aluminum canoe was born in 1947, with the same structural principles and materials technology as the latest aircraft. It was cheaper, lighter and tougher than

wood-canvas, and completely maintenance-free. Just as wood-canvas had displaced an earlier type of canoe, aluminum would gradually displace and almost end wood-canvas construction. The advent of the aluminum canoe presaged, at last, the coming end to the Dark Ages.

Part 4: The Renaissance 1953-Present

Renaissance: "A movement or period of vigorous artistic and intellectual activity" (Webster's 9th Collegiate Dictionary).

Western civilization was transformed by the revival in the 15th century of classic Greek and Roman thought. This revival, known as the Renaissance, broke the stagnation of the Dark Ages and stimulated renewed progress. Small boating had its classic era (the Golden Age 1866-1919), has survived its Dark Ages (1920-1952), and by rediscovering its past, is now experiencing its own Renaissance.

By 1953, American prosperity and optimism were gathering momentum. The preceding 36 years had been blighted by three wars and a prolonged depression, but at last all that was over. Middle class interest in leisure and recreation were returning. To the extent that there was interest in boating, however, it was mostly for motorboats; like automobiles, the flashier and faster the better. The rewards of the Golden Age were forgotten by all but a few.

The dawn of the small boat Renaissance, was sparked by two unrelated events. First was the 1951 publication of *American Small Sailing Craft* by Howard Chapelle, a design compendium of traditional small boat types. Chapelle documented America's traditional small boat heritage, at the same time as the boats and their builders were steadily disappearing from America's waterfronts. Chapelle's ideas, like those of Thoreau, did not attract a following immediately. Yet he advanced a new idea that would gradually take root and grow, that small craft from the Golden Age and earlier had superior qualities worth duplicating.

The second key event was the founding by Glen L. Witt in 1953 of a new business, selling plans and instructions for amateur boatbuilders. Glen L. Witt's new business venture, Glen-L Marine, was based in southern California, where tradition was weak and innovation was welcome. Witt further developed the concept of the home-built, trailerable boat, originated by the Snipe class sailboat. Witt designed and marketed a variety of nontraditional small boat plans, aimed at the home-builder. Glen-L Marine made two key innovations. First was selling full-size frame patterns, allowing amateur builders to avoid the need for lofting, the challenging process of scaling up a set of plans and offsets to a full size boat. Secondly, their designs were for plywood construction.

Glen-L products embodied two powerful ideas which the postwar era was ready to embrace: 1: Building a small boat was within the reach of almost anyone with a bit of leisure time and disposable income, and 2: New materials and willingness to ignore tradition could produce bold new design possibilities. Traditional materials, design concepts and building skills were no longer a constraint. The unlikely combination of Chapelle's book and the founding of Glen-L Marine laid the foundation for the emerging small boat Renaissance.

Grumman's successful introduction of the aluminum canoe (1947) kicked off a period of experimentation and rapid innovation in boat design and construction. Use in boatbuilding of riveted aluminum, plastic foam, waterproof plywood, glass fibers, and polyester resin, unheard of only a few years before, became commonplace in a short time.

Designs for plywood boats appeared as early as 1939, but didn't catch on until after the war. Plywood was a clear improvement for the home builder over traditional construction. It was simpler to work and in many respects performed better as the skin of a hull than traditional planking with caulked seams. Through the 1950s, timber frames, keels and chines remained a necessary carryover from traditional boatbuilding because the seams between the plywood panels remained a vulnerable point in the system. The ubiquitous Sunfish sailboat was one of the first such plywood boats (1952), later adapted to fiberglass. An even greater evolutionary leap in plywood design and construction, however, was yet to come.

In southern California, aeronautical engineer Joe Dobler was an aspiring small boat designer, and a subscriber to the British boating magazine *Yachts & Yachting*. The February, 1963 issue covered the recent introduction at the London Boat Show of the Mirror class sailing dinghy. Joe later wrote: "This was the Mirror Dinghy in its first public appearance. What made the event noteworthy was the way the boat was put together. The plywood sections were joined with fiberglass tape and resin, which made it possible to omit some of the timber members, such as keel and chines. Before taping, the parts were held in place with copper wires through holes drilled in the margins. They called the system "stitch and glue".

I was struck hard by the implications of the system and immediately came on board. First, it has structural integrity, which is to say that it is all one piece, with no joints to leak and no weak spots. The seams are actually stronger than the plywood they connect. The building is easier. The possibility of going wrong is close to nil. The taped seam boat will be about half the weight of the traditional! alternate.

My old friend Bruce Embody needed a boat. I sketched up a 10'x 5' V-bottom pram. It was my first taped seam job. We called the boat the Vita dinghy. Bruce may well have had the distinction of building the first taped seam boat on this side of the Atlantic."

Dobler's little known Vita dinghy merits recognition as a benchmark in the progress of the Renaissance.

Another defining moment of the Renaissance was the first Mystic Seaport Museum small boat meet in 1970. John Gardner, small boat curator of the Museum, issued an open invitation to all owners of rowing craft, to meet at Mystic Seaport on a June weekend. At the time such craft were thought to be almost extinct. To Gardner's surprise, about 70 small boat enthusiasts emerged from obscurity to admire and use each other's boats. This was probably the first recorded messabout, though the term was unknown at the time. Since that breakthrough event, the small boat revival has found a focus and accelerated its progress.

Gardner almost single-handedly saved traditional small boats from outlaw status in the eyes of the U.S. Coast Guard (USCG). The

Safe Boating Act of 1971 gave the USCG authority to regulate many aspects of recreational boating. As a result of this otherwise useful law, the USCG issued regulations defining minimum stability and maximum load capacity standards for boats. According to USCG formulas many traditional small boats would have been outlawed as unsafe, despite their long, proven service. Gardner invited USCG representatives to witness demonstrations of the presumably unsafe boats. Common sense prevailed. The misguided regulations were withdrawn.

Gardner died in 1994 at age 90. He contributed mightily to the small boat Renaissance as an influential author, curator, boatbuilder, teacher, and spokesperson. Jon Wilson, former editor of *WoodenBoat* magazine, wrote of Gardner, "He was the Johnny Appleseed of our small craft heritage, he has put small craft in the heritage hierarchy of museums. He has given them a permanent status and dignity that add "boat" to our cultural vocabulary. Whereas Chapelle made us aware of our small craft heritage, John Gardner brought that heritage alive with both his tools and pen."

In a pattern reminiscent of the Golden Age (1866-1919), which grew from the example of MacGregor and the Royal Canoe Club, the small boat Renaissance flowed from the example of Gardner and the Mystic Seaport Museum-sponsored events. Clubs and organizations have since emerged and multiplied which promote public interest and support for small boating.

As an early example, The Apprenticeshop was founded in 1972 in Maine by Lance Lee to teach traditional wood boatbuilding. Later Dick Wagner organized The Center For Wooden Boats in Seattle. Many more such organizations followed in other cities. Other clubs and organizations focus specifically on small boats, such as the Traditional Small Craft Association, Wooden Canoe Heritage Association, the Adirondack Museum, and scores of local clubs. These organizations, form a loose web of differing, but overlapping interests.

Publishing fueled the early Renaissance period even more powerfully than it did the Golden Age (1866-1919). Print media were more diverse and literacy more widespread. Pioneering small boating authors of the 1950-60s such as Sigurd Olson, Atwood Manley, Pete Culler, Howard Chapelle, John Gardner, and others were born before automobiles, hot running water, and household electricity, yet they lived to witness space flight. They sensed that the decline of small boating was a loss to American culture. They possessed an unusual perspective, from which to explain to a younger generation the boating heritage nearly lost in the Dark Ages. Their writings highlighted the neglected qualities of traditional boats, their evolution of form, their unique suitability for their native waters and historic uses, and their superior aesthetics and craftsmanship.

Of these authors, Sigurd Olson perhaps most desired for readers to view small craft as vehicles of freedom and appreciation for nature, in the manner of Thoreau and Twain. Olson's essays describe the wilderness lakes and rivers of Minnesota and Canada, and recount enlightening, even spiritual experiences, of which the canoe has so central a role, that the reader wants to follow. Because of its evolution from native Americans, and its original

creation with primitive tools from materials of the forest, Olson described the canoe as a product of nature, as much as of human design.

In the 1970s, magazines provided vital information and inspiration to an emerging audience of small boat enthusiasts. *National Fisherman*, read mostly by east coast commercial fishermen, ran a series of highly influential articles by John Gardner on various small boat types. Periodicals, *Small Boat Journal* (now sadly defunct), *WoodenBoat* and the *Mariner's Catalog* series, were first published in the 1970s and reached a nationwide audience.

The revival of interest in paddling and rowing prompted the rediscovery and republication of the boating literature of the Golden Age. Old books and magazines, and manufacturers' catalogs pointed the way for modern enthusiasts to revive the use of solo canoes, touring kayaks, and rowing and sailing skiffs seldom seen since the close of Golden Age. At a time when rowing had almost disappeared, the first modern recreational rowing shell, the Alden Ocean Shell was introduced in 1971. Sea kayaking boomed in the 1980s, a revival of Rob Roy style canoeing. Though sea kayaks have traditional roots, the designs and construction methods have been updated with high-tech materials and flashy color schemes.

Small-boat mega-voyagers of the Golden Age (e.g. John MacGregor, Frederic Fenger, Nathaniel Bishop) inspired Renaissance imitators to push small craft design and technology to the limits. In the 1950s and '60s there were several daring and highly publicized transoceanic small boat journeys. The Atlantic and Pacific oceans were each crossed nonstop by solo sailors in boats under 20' long. A pair of Englishmen rowed across the Atlantic in a common dory. It is debatable whether these voyages succeeded more due to outstanding seamanship and courage, or by luck. In either case they demonstrated the surprising capability of small boats, when pushed beyond normal limits.

From the 1950s on, an ever more daring series of small boat feats have been recorded, in an escalating game of can-you-top-this? The publicity surrounding these feats boosted the small boat Renaissance just as the adventure stories of a century before advanced the Golden Age. These stories motivated readers, not necessarily to undertake dangerous journeys, but rather to take small boats on more modest, symbolic adventures.

Motorboats thrived and multiplied a hundred-fold in the early Renaissance, while paddle and oar power languished. Small boat sailing, however, made giant strides. The advent of Dacron polyester sailcloth and fiberglass/resin composite provided for the first time durable sails and hulls that didn't leak. Radical design innovations improved sailboat performance and user convenience dramatically. The Sunfish, Hobie Cat, Laser, and Windsurfer were quantum-leap innovations for their time. Speed, light weight, simplicity, low cost and low maintenance were the ingredients of their success. The willingness of sailors to get wet was the price of admission to these fun machines. The babyboomer generation embraced the new style of sailing, and the sport thrived, as boating traditions further waned.

A traditional wooden boat, built without

the aid of modern chemistry, is a fine thing. Without epoxy resin, however, amateur boatbuilding and restoration would be far less practical, and the Renaissance would be far less vigorous. In the 1970s the Gougeon brothers made a vital contribution to the small boat Renaissance by developing epoxy resins for amateur boatbuilding. WEST System resins, and the techniques largely developed by the Gougeon brothers transformed wood boatbuilding from nostalgia to a legitimate, modern building method.

Epoxy resin fundamentally transformed wood boatbuilding. Used correctly it reduced the age-old problem of wood's susceptibility to rot, yielding a more durable product. Its properties as a gap-filling sealer and adhesive made wood boats lighter, stronger and more watertight than ever before. When combined with plywood and new building techniques, it simplified significantly the skills required for amateur boatbuilding. Teamed with epoxy, wood regained respect for its qualities of strength, stiffness and resilience and reasserted its aesthetic advantage over plastics and metal. While epoxy use has some drawbacks, its overall positive impact on the Renaissance can hardly be overstated.

Though we value the advantages of our technological society, there is also a sense of alienation and loss that goes with it (Thoreau warned us). In response, Renaissance small boating has a symbolic, nostalgic aura. Consciously or otherwise, paddling, sailing or rowing are a personal re-enactment of history, a symbolic connection to an earlier era. These small craft are a reflection of a time and place

in history that will never return. They are as much a part of American heritage as more familiar icons, such as covered wagons, clipper ships and paddle wheel steamboats.

Renaissance boating benefitted from cultural trends including the environmental and physical fitness movements. Changing cultural attitudes began to challenge the presumed superiority of synthetic materials and the obsession of some boaters with horsepower and speed. The idea introduced by Thoreau and popularized in the Golden Age, of boating as an aesthetic experience was rediscovered by many.

Whereas wooden boats had once been regarded as obsolete, experience proved that synthetics were not a flawless replacement for wood. Wood gradually gained recognition as a renewable, recyclable material, with desirable structural and aesthetic qualities. A wood boat is also humanized by the skilled hand labor required to produce it; whereas plastic and metal boats depend on heavy industry.

As health and fitness became socially valued, rowing and paddling reversed its previous image as needless exertion to be avoided. Rather, exercise came to represent health and youthful vigor. The return of rowing and paddling paralleled growth in popularity of other outdoor sports such as hiking, bicycling, and running.

The small boat Renaissance is a collage of old and new viewpoints. There is a traditionalist camp for which historic authenticity has priority. Leading traditionalist advocates included the late John Gardner and R. D. "Pete" Culler, who each designed and built

many small boats, and generally promoted the point of view that the old ways are best. Henri Vallaincourt is perhaps the ultimate traditionalist. He has led a revival of appreciation for authentic birchbark canoes and the ancient skills needed to build them with only a knife and ax as tools.

The semi-traditional camp experiments with merging old designs and concepts with modern materials and innovative building methods. Examples of semi-traditionalist innovators include designer-builders such as Jan and Meade Gougeon, Tom Hill (ultra-light lap-strake construction), Platt Monfort (geodesic skin-on-frame), Sam Devlin (sophisticated taped seam designs), Joel White, and Reuel Parker (modern interpretations of classic designs).

Still others try radical design experiments with minimal historic precedent. Phil Bolger is widely regarded as the most imaginative, some would say iconoclastic, of small craft designers. The variety and originality of his designs defy brief summarization. Suffice it to say that his boats are unlike any other. They create new niches rather than fitting any existing category.

The influence of Dobler, Bolger, Hill, Monfort, Gougeon, and others may be seen at every turn, on the beach or at the docks of any small boat gathering of the 1990s. This review of the Renaissance lacks a satisfactory conclusion because the story is still evolving. Where it will go in the 21st century allows for interesting speculation, but that's a topic for another article. For now, it's a great time to be messing about in boats.

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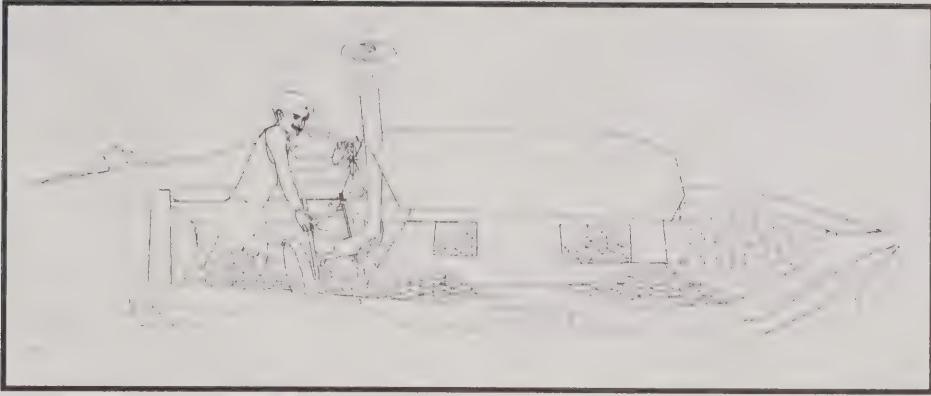
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Japan Stories

By Jason Spinnett

Back in the hinterland of western Japan on the Japan Sea, Shimane prefecture and Tottori prefecture come together in a region known as Naka no Umi, or "middle sea". The "sea" is actually a fairly large bay enclosed by a narrow pass to the Japan Sea, where two peninsulas come together at the port of Sakai Minato. In the middle of this mini-sea sits a tiny island called Botan Jima because of the peony flowers grown there, although it is also called Daikon Jima for the big white radishes also grown in abundance there. A small ferry goes from Watari village to the island and then on across the sea to Matsue City in Shimane prefecture, a truly antique city never destroyed by war, where Lafcadio Hearn, or Hitotsu Yanagi, the famous expatriate English literary figure and translator of Japanese literature lived and worked. His house is now a museum. Riding the ferry was a scenic delight.

Because the ferry was there I didn't really need my own boat, but I bought a used wooden Japanese fishing boat at a local boat yard. It was 18' long and had a venerable kerosene powered (gasoline is used only as starting fluid, squirted from an oil can) "make and break" engine used by farmers and fishermen the world over. I had seen such antique engines in use powering threshing machines and pumps in Kansas when I was a child.

It had one cylinder, a huge open flywheel and a whirling ball governor which allowed the magneto switch to close only when the flywheel slowed down and the centrifugal force lessened causing the cylinder to fire. In between firings a valve opened, releasing the compression, so that it would just go "poo poo poo" several times and then fire with a big "kaboo", at which time the boat would lurch forward while the cylinder fired a few times, then go back to the leisurely poo poo routine for a few revolutions. It was cooled by an open reservoir of water in the top of it with steam rising up like a kettle on a stove.

I had the fisherman's boatyard put a cabin on it and a steering wheel inside to make it comfortable cruising. I called it *Daijobi Maru*, a corruption of the Japanese word for strong. It was great adventure to cruise just off the picturesque coastline past small fishing villages and lovely gnarled pines. The water was clear but the bottom was rocky and I did bend my brass propeller.

At home near Sakai Minato I was making a Japanese style rock garden so I needed some attractive gravel to put in it along with

the bigger rock I had brought from up in the mountains. On one of my cruises I had noticed lots of smooth shiny blue gray gravel on a rocky beach off the point where the open sea met the protected waters. It was a little far out for my small craft but I chose a quiet day and cruised out there armed with a bucket and a shovel. I loaded countless buckets of the choice round gravel onto the deck of my boat, in the cabin and everywhere. On the way home I had only about 3" of freeboard between the gunwale and the surface of the water.

All went well until I came through the narrow pass off Sakai docks just at dusk. The shrimp boats were heading out fast. One passed me closer than I wished, and sure enough his wake came over the side and into the stern cockpit. I started to sink as I chugged for the docks. The workmen at the oil company docks saw my plight and by the time I got to the dock a couple of minutes later they had a gasoline pump going and handed me the big inlet hose from it. I put it in the 2' of water already in my boat and it actually pumped water out faster than it could come in over the sides. I couldn't believe it. I thought I would sink there at the dock but no, the pump won the contest!

The two men laughed as I thanked them profusely and bowed plenty of times in gratitude. I limped home in the dark after all the shrimp boats had cleared the area to relieve *Daijobi Maru* of its burden of precious gravel.

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From time to time this year I had heard brief local gossip about Tom Mailhot and a friend planning to enter into a rowing race across the Atlantic. Tom lives not far from us and I've known him maybe ten years now, casually, a big, strong guy dedicated to whatever he has undertaken to do. He first appeared on our horizon in the Blackburn Challenge, winning the cruising kayak class in a low end rotomolded clunker. My friend, paddling guru Bart Hauthaway, was amazed, telling me, "he hasn't a clue about paddling technique." No matter, Tom won anyway on drive and power.

I finally woke up to this unfolding local drama when I read about it in Alex Bridge's little newsletter, *Runes*, a Journal of Nor Sport & The Nors Graphica Society.

Herewith is the story right from the Team U.S.A. brochure:

The Ultimate Test Of Strength & Endurance:

In the year 2001, a double handed fleet of 50 identical rowing boats from around the world will compete on equal terms across a 3000-mile passage between Tenerife and Barbados. Following in the footsteps of the 1997 fleet, the Atlantic Rowing Race poses two new goals. Proving that adventure is still alive, competitors will be faced with the challenge of joining a unique group of people who have successfully taken on and conquered the Atlantic Ocean and the challenge of improving upon the existing record of 41 days.

The Race

The Race will leave Tenerife in the Canary Islands in October, 2001 and will finish in Barbados approximately 55 days later. The course will provide the best possible conditions for the competitors, taking advantage of the predominantly southwesterly flowing currents from the Canaries to South America as well as exploiting the surface currents created by the favorable prevailing wind.

The Boat

In a race of this kind the boat is the key factor. With this thought in mind, renowned boat builders and designers Rowswell & Morrison received their original brief from race founder Sir Chay Blyth as "...a boat designed to undertake a competitively rowed ocean passage. To accommodate two people and to allow simple construction worldwide." To ensure that teams started equally, the new boats will be provided to teams in "kit form"

Team U.S.A. Atlantic Rowing Race 2001 The Ultimate Test Of Strength and Endurance

By Bob Hicks



and will use the latest developments in laser cutting techniques to ensure that all parts of the kits are identical. The kit can be assembled either by the team, or professionally by their nominated boat builder. Specs are: Length 23.4', Beam 6.3', Weight Fully Laden 1,650lbs

By the time I woke up about this major small craft adventure, Tom and John were building their boat in a shed at the Essex Shipbuilding Museum in nearby Essex, Massachusetts. They had begun this boat last January in a building at the Teterboro, New Jersey, airport, near to John's home. Tom made a dozen or more weekend trips to work with John, and now they had brought the boat to Essex and John is now the weekend commuter.

In late September I dropped by on my first visits to see how things were going. The plywood hull was essentially assembled, and

sealing and fairing were going on in an atmosphere of intense concentration. That Tom and John were building their boat themselves from the required \$5,000 kit supplied by the race organizers came about as a result of an earlier failed attempt at having the boat built professionally. With time growing short, the two guys, both full time employed for a living, undertook to do the job themselves, with some help from friends. Much midnite oil and many long weekends have been spent.

The scheduled launching was for October 14 (about two weeks following my writing this, I will bring you a report in due course) as they have got to get their training underway, and also the Museum needs the space for winter boat storage purposes. I snapped the accompanying photos while studiously avoiding interrupting the ongoing labors.

The race offers no prize money. The entry list of 50 crews is full and over 300 more individuals are on the standby list, so the appeal seems to be there, despite the lack of financial reward. So far Tom and John have found no major sponsors to help with their expenses. They are getting some help from suppliers of some of the components and gear, and a woman who attempted to row the Atlantic last year alone, whose effort was foreshortened when she was repeatedly capsized in a hurricane and sustained a broken collarbone, loaned them valuable gear she had used, and advised them on local arrangements at the start in the Canaries.

I asked Tom what the training would entail, and he said it would include rowing offshore along the coast to New York out of sight of land, rowing around Manhattan for publicity, maybe rowing along the Maine coast. "Yes, but what about winter being imminent?" I inquired. Tom shrugged, they'd have to get out all winter as much as conditions would permit. A key aspect is not the rowing for fitness, but rowing along out of sight of land day after day.

Tom and John are the only U.S. team entered and they are thus somewhat baffled by the apparent lack of support for their effort. Tom told of one European team that had been 100% financed by a national rowing organization, including two years of salaries while they trained for the contest. Hard to match that sort of financing out of one's own wallet, which has to be constantly refilled by full time employment.

The vetting of potential participants by the British organizers was pretty demanding, there's no place in this event for adventurous fools. Tom wryly remarked to me that his credentials (see sidebar) were interpreted by the organizers into a description of him as a chosen participant as being "a professional adventurer!" As he stood there for a moment amidst the epoxy dust, sander in hand, he blurted out, "I've never been paid a penny for any of my adventures!"

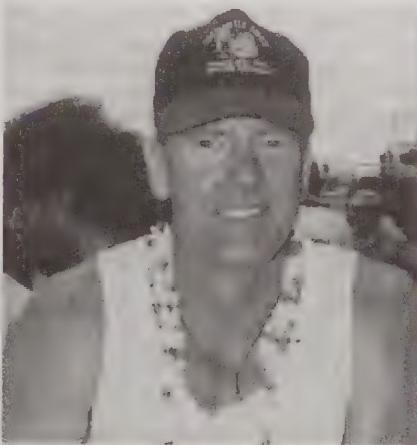
Next to the boat on a table stood a big water jug with a sign stating that they accept donations. A smaller sign was added, after experience with the onlooking public, which states, "No chewing gum please. We are using epoxy instead!"

I'll be bringing you updates throughout the coming months as developments warrant. If you would like to lend support in some way, contact John Zeigler at P.O. Box 45, River Ridge, NJ 07661, (201) 507-1980 or Tom Mailhot at P.O. Box 577, Essex, MA 01929, (978) 852-0845.





The Team



John Zeigler's achievements are too numerous to fit on a single page. In 1998 alone he medalled sixteen times out of a total of twenty-three marathon canoe races, including winning the famous Blackburn Challenge and capturing the title of National Sprint Champion in the C-1 Master class. This list of races also includes the Moloka'i Ho'e in Hawaii (his second) as well as the General Clinton 70-miler (his eleventh), in which he has placed in the top five for the past six years (second place twice). John has also been a member of the US Swan Boat Team and has travelled to Thailand for the races three times.

No single year of John's long career of physical training and competition is any less impressive, and he shows no signs of slowing down. Thirty-odd years ago John read about Sir Chay Blyth and John Fairfax's Atlantic crossing and hoped to do the same thing solo, but at the time had to shelve the idea inspite of a great deal of enthusiasm. Says John of this race, "It's not often one has the opportunity to represent his country as well as having a second chance to do something that was passed up in youth. I look forward to October 2001 in Tenerife. I look forward to the challenge of preparation, and the adventure of a lifetime."

Tom Mailhot has a penchant for pursuing the outer limits of possibility. After playing hockey for two decades, Tom switched over to sea kayaking in 1991 and began winning races two weeks later. Since then he has won the Blackburn Challenge four times and medalled in numerous other races, including the US Men's Swan Boat Team in Thailand and the Dragon Boat Open in Flushing, NY.

Tom's lifelong passion for the sea drove him to seek greater challenges and since 1993 he has become a renowned expedition paddler. His adventures have carried him to the far reaches of the globe; from a single day crossing of the Bay of Fundy (highest tides in the world, fifty plus nautical miles from New Brunswick to Nova Scotia) to the coast of Siberia through the Bering Strait, to rounding Cape Horn, known for the worst weather in the world with its gale-force winds, horizontal hail, and huge seas.

Tom maintains a deep love and respect for nature, and of course, an unquenched desire to further exploration. "I consider it an honor to have the opportunity to do this race with John. In a world that's in so much turmoil, it's good to know that old-style competition and adventure among nations is still possible."

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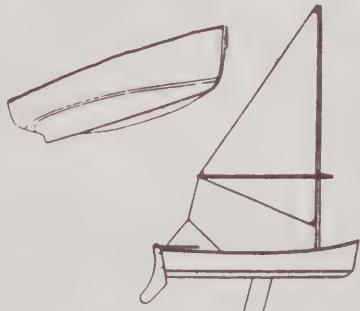
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Big Sky... Sell Her or Keep Her?

By Randall Brubaker



I had been paralyzed in my decision making as to selling my trimaran *Big Sky* or hanging onto her for another season. Contributing to my brain lock was my inability to find convenient to my urban residence affordable building space for the Kristofferson catamaran which is my intended successor to *Big Sky*. Had someone been so taken last fall with *Big Sky* as to buy her then and given her a good home, my dilemma would have never arisen, but such was not to be *Big Sky's* destiny.

So I spent the winter looking for building space, attractive pre-owned sailboats, answers to "big questions", struggling with what to do next. Then, lo and behold, it's March and the boat show comes to Bayside Expo here in Boston, which, as it is designed to do, gave me sailing fever.



Somewhat I got both hamsters onto their wheels in my mind and realized, yet again, it's time to go with what I've got. The only way to make *Big Sky's* 8th season fresh and interesting was to undertake renovations I had been thinking about for years. A major one was changing over her daggerboard to a low aspect ratio keel.

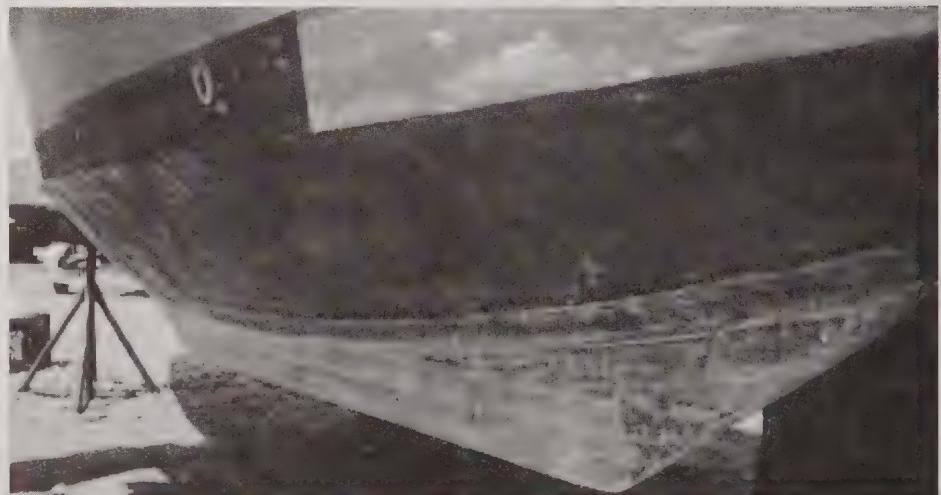
So, with the fever now acute, I climbed into her with a Sawzall and the challenge was met. I brought the newly excised daggerboard trunk home for an autopsy and was astonished to find how sneaky water can get into a small lateral plywood surface that I had missed with the epoxy in the impossibly tight deep vee bilges. Water had been trapped there for over 20 years and said water had traveled far and wide through the trunk. It was clearly time for it to go.

Now I would need new cockpit drains, as the previous arrangement had the water drain through the trunk, and while I was in there sawing the guts out, wouldn't this be a great time to put in a fixed bilge pump? And, if I fancy her as a sea boat, maybe now I can figure out how to fit her hard chine with a depth sounder. Also, the bow and anchor well needed to be reworked. Also on my list was a masthead light, trying to get the most boat out of her 21'.



It was early July before I was ready to launch. *Big Sky* was pretty much all up and running by August and ready to sail out to worry the Thunderbirds. It amazed me how roomy the main cabin is with the inelegant daggerboard trunk removed. "Sleeps four, full standing headroom throughout, enclosed head to port, nav station/dinette to starboard." I jest, but these were the notions expressed by prospects when I last tried to sell her.

New bulkheads going in, bilge pump in foreground.
New low aspect keel is 105" long, of 1-1/2" x 5-1/2" oak.



My father loved boat kits. I guess he built ten or twenty or so during the time after WWII before he took off for California to write for the movies and the TV. When he found one he liked, he built the same boat over and over again and gave the finished boats away when the accumulation got out of hand. One of his favorites was some kind of canvas covered skiff, just frames and a few stringers covered with canvas. Another was a tiny V-bottomed plywood pram which I believe was called a Seashell. He was welcome to give either one of those away. The canvas boats were almost useless because you had to be so careful where you went and you couldn't drag it. The damned little pram acted just like damned little prams all do, slow, wet and crank, it could not be propelled with a paddle.

One of my sisters and I took a trip down the Ochlocknee River from the GA 93 bridge to the Hadley Ferry, kind of short as the crow flies, but a hell of a long way as the pram is dragged. As soon as our ride drove off and we got out of sight of the bridge, the river dwindled to a log jammed trickle and the little engine (Elto Pal) spat its spark plug out in the only deep hole in the whole river and was no pal to us from then on. The river was so low that we had to drag that pram and that little engine all the rest of the way.

The trip would have been just a long wade through some mighty interesting country if it hadn't been for our watercraft. As it was, we wore all the paint off the keel and chines until all my father's little Reed and Prince shone like new money. My sons polished up the bottom of my old Grumman Sport Boat doing that same thing many years later but enough of all that, I was going to tell you about the Sailfish when I started.

The Sailfish was a plywood kit too. I never researched the design, but I believe that it was some sort of a predecessor to those ubiquitous fiberglass sailboards called Sunfish now, which, like an old twenty-two target rifle like the Boy Scouts use, is the standard to measure by when you think you have a hot-shot rig. A lowly Surnfish sailed by a light, skillful kid in a good breeze will show just how much there is of that muchness you are so proud of.

So he built this Sailfish. I was about ten years old at the time and I got to sand the internal parts and paint the little plywood bulkheads and break off a few drill bits drilling the holes for the screws where he had stepped off some marks with dividers (such prissy foolishness as that has never appealed to me, particularly on a piece of plywood).

He had this thing called a Versamatic, which was a planetary screw driving attachment for an electric drill. His was a D, handled Black & Decker, 1/4" chuck, weak, made a funny smell when it was running, made a real funny smell when I burnt it up trying to install a muffler cut-out on my Momma's Ford station wagon 45 years ago. I still have his old half-inch job, which stands knee high and won't drill a shaft log hole without extensive waiting periods between bouts with the spoon.

Anyway, this Versamatic was a pretty good thing. It had two collars which spun when the drill was switched on. If you grabbed the top collar, the screwdriver bit sticking out of the end turned at a much reduced speed to drive the screw and if you grabbed the bottom collar, it backed them back out. Though the drill always ran the same speed, you could vary the

The Sailfish Experience

By Robb White

speed and torque of the bit by letting the collar slip in your hand a little bit. I think the man who invented it must have been an old Model T mechanic because that thing worked just like the planetary transmission in those old cars except that your hand took the place of the clutch bands. That old Versamatic was one of the things I wish my father had left when he took off for California about 1955. Oh well, at least he left the Yankee screwdriver which would run rings around that gadget.

So we finished the kit. I believe there were a jillion little 3/4" #6 Reed and Prince monel screws in the deck and bottom of that boat. I have to digress again at the mention of that. Like my father, I sure do love monel. You know, the invention of stainless steel sure wasn't much improvement over that wonderful maritime metal. If metal was wood, monel would be live oak. I guess it is too expensive to make stuff out of any more and I guess it is too expensive to make stainless steel like the kind that they made the 1930 Model A radiator shell out of too. Oh well, back to the Sailfish.

It looked just like a Sunfish except that it was made out of plywood. The mast step was the weak point in the boat. We children used to load ourselves out on the upwind side so many and so far and in such wind that the boat looked like it was heeling when actually the hull was level (and flying too). We used to have to pull it up on the beach and take the drain plug out about every fifteen minutes and take turns blowing our breaths into the hole to build up some pressure inside the hull so the water would come out faster. When we did that, water would well up inside the mast step like a little spring.

My father accused us of abusing his boat and tried to patch the mast step all different kinds of wondrous ways. After he took off for California, my mother finally fixed the damned thing with about a hundred pounds of concrete (glad I didn't have to drag that down the Ochlocknee river) and a bunch of coat hangers. After that, the mast had to twist the deck and bottom from chine to chine instead of just a little place in the middle and it didn't leak quite as bad.

The Sailfish incident that has gone down in family legend doesn't have much to do with the boat, though. Right soon after the Sailfish was finished (before we children molested the mast step) my father was drinking a few martinis on the porch of the coast house with a bunch of visitors while the husband of one of those people was down trying to teach himself to sail.

It didn't do to pass by on the beach in front of that house if you were not in the mood to be scrutinized and criticized. My father was pointing out all the things that this man was doing wrong to all the other observers on the porch, and not only explaining the proper way to do them but implying that anybody who did not have the innate intuition to already know which way the wind was blowing and how a single piece of cloth would act when presented to that wind in the way this poor man was

repeatedly doing it was a fool.

Indeed, I have made similar observations myself, but such verbal punishment was superfluous because the boat could take care of all that on its own. I don't believe that I have ever been involved with a boat which would hit you in the head any harder with the boom than that Sailfish. There is something about the geometry of the lateen rig I guess. Of course, when you are sitting flat on the top of the slick deck with no real toe-hold and only about 18" clearance to hide in when the damned thing jibes, there ain't a hell of a lot that even the most agile among us could do but take the lick and this poor man took his share right there in front of the coast house audience.

As the slapstick became progressively more funny and my father's comments more acerbic, everyone failed to notice that the poor young man's young wife was not taking part in the mirth. While they, in the throes of hilarity, were sloshing gin with a little vermouth and sometimes an occasional olive over the rim of their little glasses, she was sitting still, the surface of her martini remained high and level and her olive stationary, even after she had set it down and taken up a five-cell flashlight which she used to beat my father over the head until he was subdued. One witness to the incident said that she would have killed him if the lens hadn't busted and the reflector hadn't escaped and let the batteries out.

I saw him when he got back from the hospital. The bandage was as big as a turban. I also fished the ruins of the flashlight out from under the settee, boy was it dinged up around the threads of the big end. Some of the batteries were even dented.

Many years later, I used to ride the bus to California to visit my father at his house in Malibu (a trip just about equivalent to dragging a pram all the way down the Ochlocknee River except that there was no good place to go to the bathroom. One time, I was talking to one of his associates while he was outside barbecuing on the hibachi. The person told me that there had been a time in their association when things were said about life before California that seemed incredible even to a Californian. "Is that a fact?" said me. "Like all those little crescent shaped bald spots all over his scalp. Robb said that they were old wounds from back in his sailing days."

"That's a fact," said me.

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And Now the Sprite

By Curt Chambers

Last spring at Nauticraft we chose a goal to spur us on to completing the development of our new small pedal powered boat, the Sprite. This goal was to be ready for the Water Cycling Association Hydrofest to be held on the weekend of June 17 in Hartland, Michigan. The Hydrofest was an event for both home built pedal craft as well as a opportunity for manufacturers to demo their products for the general public.

Getting two boats ready for Hartland was a major undertaking. We were able to mold just three times before the drop-dead due date. The first molding was a failure as the molding machine acted up, giving misshapen moldings. The next two were much better but when we went to assemble the boats we found that the moldmaker had put in the drive shaft hole core 9 degrees off vertically from specification. We spent two very precious days chiseling away plastic around the shaft holes on those two boats so that we could get the shafts installed and lined up with the drive units. The result was a cobbled up success, and of course we did make the Hydrofest.

The Hydrofest was a gathering of human powered boats, both homebuilts and factory craft. There were race events and a demo area

where we "factory" people could encourage the public to try our boats. We wanted to enter a Sprite in the race events and did so, keeping in mind that it was never intended to be in the racing category. The Sprite acquitted itself well, its short waterline length prevents it from being really fast, but it can be called quick, as it has "turn-on-a-dime" steering (a feature which strangely seems to be lacking in most other pedal boats, whether homemade or factory built).

In the demo area there at Hartland the remaining Sprite and Escapade were extremely popular, and several people came back for second rides after sampling other boats. We came home feeling very satisfied with the performance of the Escapade and Sprite relative to the other boats there.

The Sprite is a one person (minimalist) pedal boat that is designed to be easy and fun to use in conjunction with other similar boats, a boat in which games will be played, such as tag, hide-and-seek, water gun games, or perhaps "pedal-boat-polo" (hit a beach ball through a pair of anchored floating milk jugs). The rotomolded material the boats are made of is excellent at taking the banging that comes from close contact activities. The front fins and

the rear keel, combined with the balanced spade rudder give this boat "in command" maneuverability. The already well developed drive system from the Escapade, when installed on the Sprite, has a new, stiff, drive shaft, and a new injection molded propeller. This combination gives excellent acceleration as well as braking/reversing.

In comparison, our larger and heavier Escapade (*MAIB* July 1, 2000), can be considered more of a "cruising boat", one that takes you from Point A to Point B with relative ease and comfort. The speed of the Escapade is about a 4 to 3 pedaling ratio (3 revolutions of the Escapade crank give the same speed as 4 revolutions of the Sprite crank).

Because of its minimalist nature, the Sprite is a short boat, under 8' in length, but is fairly beamy at just under 4'. The beaminess gives it an inherent stability, and in ordinary use it does not need ballast for stability, even though the floor is some 3" inches above the outside waterline. This makes it self-bailing, it doesn't require a driveshaft seal, and rain water that collects in the boat drains out through a perforated thrust disc around the drive shaft. No bilge pump is required. Some water does eventually get inside the hull around the steering handles, but we have put a drain plug in the back of the keel, perhaps an end of the season draining operation.

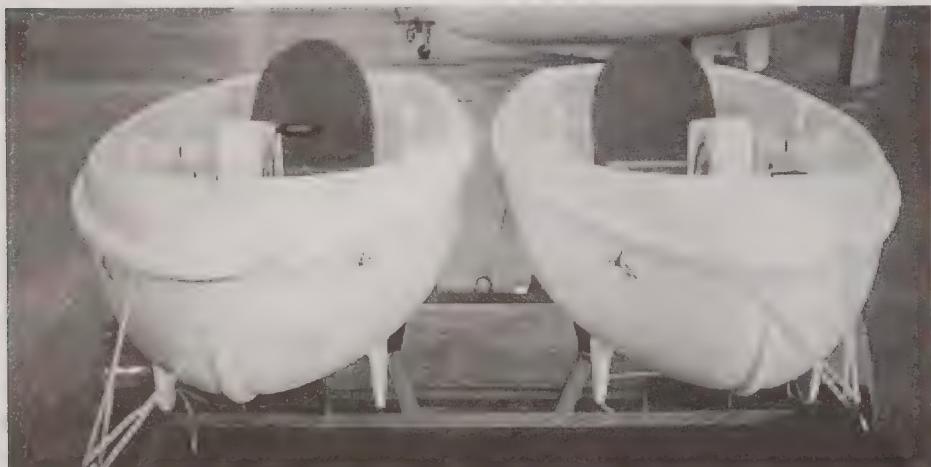
The seat, the drive unit and drive train, and steering system are taken from the Escapade, and are therefore tried and proven. The rudder is still the spade type, like the Escapade, but is vertically shorter, longitudinally longer, as well as thicker. Most significant is the fact that it is more balanced than the Escapade's, which means that when pedaling backward it is easy to steer without the rudder pushing itself over to one side. This considerably adds to the feeling you have of absolute control.

Unlike the Escapade's long sloping keel, the Sprite's keel is shorter and more angular, more like a bottom fin on a fish. Forward of this propeller carrying fin are two more fish-like fins (perhaps they might be called pectoral fins) which protrude vertically down into the water. This pair of fins serve several purposes. They, in conjunction with the keel, give triangular bottom points which support the boat when pulling it up onto a beach, making it, unlike the Escapade, truly beachable.

Each fin has a hole molded through transversely; these holes will take an axle and wheels to enable us to "wheelbarrow" the boats around the shop. This axle with wheels concept can also be used by the customer in his place of storage, or, with larger wheels, to move across a beach for launching. Last, but certainly not least, in the water these fins give the boat lateral stability, acting like sailboat keels and contributing to the turn-on-a-dime steering performance.

The Sprite has a molded-in rub rail like the Escapade, but the Sprite's rub rail has a reverse curve underneath which forms a lifting lip around the entire perimeter of the boat. Thus, two (or more) people can lift and carry the Sprite for launching. There are four slot type holes molded vertically through the rub rail for mooring and tie-down.

There is no windshield (or arch) or swim platform on the Sprite. There is enough space around the seat to take a tackle box and pole, and perhaps even the ubiquitous pb & j sandwich, but not a lot else. It was described by



one user as "just enough boat" to serve one person. Another person described it as, "just an absolute blast!"

A very important thing about the Sprite is that it was designed to be rotational molded, and to be shipped economically. The Escapade, although great strides have been made in reducing manufacturing costs, is still a somewhat costly boat to produce, and awkward to ship in any quantities. The Sprite hull mold, as well as the ancillary part molds, are all grouped together on one framework, and so all of the rotomolded parts required to make one boat are done at the same time.

In comparison, the Escapade parts are mounted on a separate framework and molded by themselves; thus the molding for a complete boat takes two oven cycles. This, combined with no windshield and no ballast requirements, drop the manufacturing costs about in half, and we have set the Sprite prices accordingly. We have established a list price of \$1,475 on the Sprite compared to the list of \$2,950 on the Escapade.

Since our experiences at Hydrofest we have been able to put the Sprite through its paces. The two Hydrofest Sprites have been at our place on Stony Lake during the summer, and as a fun boat concept they are living

up to our conception. At one get-together the guests included a set of 13 year old twin girls. During the course of the day they were offered the variety of boats that we have, as well as jet skis that other guests brought. They rejected the jet skis after an initial token attempt, but they returned time and again to the Sprites and Escapade, even to the point of cutting short lunch to get back to them.

Tossing a rubber football around became the game of that day; the ease of maneuverability made it easy to retrieve the many missed catches; the Escapade user had the advantage with the windshield arch to lean against and hold onto when attempting to catch the ball. Another time found two adults in one Sprite attempting to turn it over. They eventually succeeded, but it was gratifying to see that it was difficult for them to do so. Also, they were able to right it and climb back aboard.

Meanwhile our side-by-side seating boat is progressing. We should have the mold in October. The name we've chosen for this model is Encore. It should be ready for next season along with the Sprite.

Curt Chambers, Nauticraft Corp., 5980 Grand Haven Rd., Muskegon, MI 49441, (888) 709-7097, <info@nauticraft.com>

Atlantic 17 Open Water Rowing Boat

By Seth Persson Boat Builders

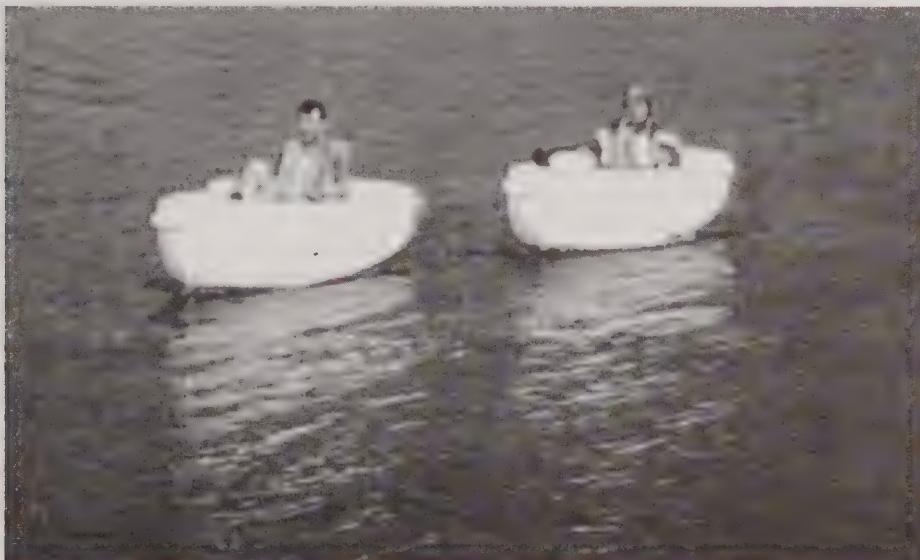
The Atlantic 17 is our newly designed open water rowing boat for the entry-level rower. Measuring 17' x 4', this fixed seat, oar-on-gunnel boat offers a safe, seaworthy means for new rowers to enter the burgeoning sport of open water rowing. The Atlantic 17 may be rowed as a single or double, and is well suited to the real world conditions found on most bodies of water.

Utilizing a modified dory style hull design, the Atlantic 17 is easily propelled under oars, with enough speed to be competitive in open water races. This hull design also affords the reserve stability and buoyancy to make the Atlantic 17 an exceptionally good sea boat. These features, combined with the space and flotation to carry large amounts of gear, make the Atlantic 17 an excellent choice for camping and long-range cruising. Construction of the Atlantic 17 is wood/epoxy/fiberglass composite, which makes for a lightweight, durable boat. Boats are available finished or unfinished, with a kit version and kitboat/classroom program under development.

In addition, the Atlantic 17 has been organized as a one-design open water rowing class, with the objective of providing level competition for open water rowing races. Competitions in the Atlantic 17 will be held with both single and double crews, increasing the usage potential of these boats.

The Atlantic 17 is available by individual order, or at a special discount for fleet orders of six or more boats. Interested readers are invited to contact us for further information about the Atlantic 17, including details of the one-design rule, photographs, and ordering information.

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France! Why would someone from France want to know about a 20' stitch 'n glue Alaskan fishing/work skiff? Publication of a photo of my Tolman Skiff in *WoodenBoat* magazine's Launchings section brought inquiries from all over America and beyond. This interest, the re-release of Alaskan Renn Tolman's builder's manual, *A Skiff For All Seasons/How to Build an Alaskan Skiff*, and the establishment of a "lower-48" builder warranted, I felt, a story in *MAIB* about this versatile craft.

Some background: Craftsman/curmudgeon/outdoorsman Renn Tolman moved to Alaska in 1971 and began using locally-built skiffs for off-shore fishing. Dissatisfied with the boats on offer and intrigued with the design possibilities afforded by the newly emerging stitch 'n glue epoxy construction, Renn developed his now-famous Tolman Skiff specifically for Alaskan waters. Renn built/repaired/maintained many dozens of these lightweight but rugged plywood craft in 18', 20' and 21' variations for commercial use before word of the skiff's seaworthiness migrated southward. Renn's Homer, Alaska base limited his skiff's lower 48 sales potential, a fact which led him to write his widely-read builder's manual, *A Skiff For All Seasons*. The book is now in its second printing and the internet informally connects widely scattered Tolman owners (Renn's website is www.xyz.net/~mgrt).

I first read of the Tolman Skiff in a *WoodenBoat* magazine review of Renn's then-newly-released book. I ordered a copy out of general interest. I wanted a tough travel-ready boat for my long-dreamed-of trip up the Inside Passage, and while having no intention of trying to build my own boat, I thought a read through of the book would help me decide what type of store bought boat I might best look for. Renn's style (both as a writer and, I expect, in person) is a brusque, no BS approach and the book is full of the type of hands-on experiences that adds cre-

dence to what he says and thus to his skiff.

In particular I remember his story of two Alaskan fishermen off-loading 5,300lbs of salmon out of a 20' Tolman skiff, leaving them and their nets aboard! Using this example to explain the merits of flared sides, this story alone dropped the flat-sided Boston Whaler from the top of my shopping list. Renn's skiff (FOB-Homer, Alaska) is amazingly reasonable, but the cost/time of a trip to Homer negated any idea of buying a boat from the maker and started me down the long but rewarding road of building my own Tolman Skiff.

By the time my wife returned from a short Hawaiian vacation in July '96, my workshop was full of building forms and marine plywood. I'd found the only wooden boat guy (Clyde Kirkpatrick/ Clydecraft Boatworks, www.clydecraftboats.com) in Santa Barbara and apprenticed myself to him for the duration, I the scrub nurse, he the surgeon. Renn's detailed text and photos got us to roll-over in 90 days, and I foolishly fancied myself captain of my new craft within another couple of months!

Clyde, with a summer home in Blue Hill, Maine, and a lifetime of building traditional small craft, had other ideas: Varnished & scuppered inwales, 10' handmade oars, hand-whipped steering wheel, hand-painted numbers and accents; a lifetime of downeast small boat craftsmanship transplanted to California.

While a tiller-controlled, open stringer Tolman Skiff could surely be built, house-painted and in the water in 90 days, my ready enthusiasm for the maritime traditions that Clyde brought to the job stretched the work out to a year and the cost well into Boston Whaler territory. The only cost salvation was the fact that the Tolman weighs half that of a like-size fiberglass boat so the required power is much less.

A word about cost: My understanding wife said early on that if I was going to build my dream boat, she didn't want to ever hear me say, "If only I'd spent a few more dollars on ..." As a result, three years of use, including an aborted attempt to get to Alaska from Seattle, has uncovered only one desired change, modification, or addition, and that addition is a leaning post of some sort.

Among the many folks who contacted me after the appearance of my Tolman in *WoodenBoat*'s Launchings section were many who wondered if we'd build another for them. Once is enough for me and Clyde's own workshop limits him to Wee Lassies and the like. The good news for Tolman admirers is that Tolman Skiffs will soon be available in various stages of completion from a newly established builder in Bellingham, Washington. Tim Davis (Foggy Bay Boatworks, P.O. Box

Renn's Alaskan Workhorse: The Tolman Skiff

By Bruce Armstrong (<funhouse@rain.org>)

28958, Bellingham, WA 98228-0958, (360) 714-9386, www.foggybayboats.com) plans to specialize in the newly developed 22' Tolman Jumbo but any of the three other lengths will be available. The Jumbo will easily accommodate the largest of the new 4-stroke outboards and will be available in three cabin configurations, all viewable on Foggy Bay's web-site.

As for my craft, *Begone!*, it's done 38mph/gps on a local fresh water lake and is thought by skippers far more experienced than me to be the best 20' boat they have ever piloted offshore. The boat was completed just before the 4-stroke revolution broke. I chose Suzuki power because the most professional outboard repair facility in my area happens to be a Suzuki dealer, and because Suzuki's 85hp 2-stroke is both light and well proven. Bullet proof! A 64gal aluminum tank nestles amidships between the stringers. At 4+ mpg, I have all the range I need with little trim change as the fuel burns off.

While I was extremely fortunate to find some real craftsmen here in Santa Barbara to fabricate the stainless steel dodger support and canvas dodger, I've got to caution that a third of the build-time was taken up with fancy wood/canvas work. I'd have been big dollars ahead building a permanent forward cabin instead of the removable stainless steel canvas support system.

If you are planning to build your own Tolman, a few words of caution. If you do opt for varnish on your Tolman Skiff, don't send a photo to Renn: "It's a damned yacht, not a Tolman!" Built to Renn's spec (see his site for photos), you could be on the water in three months, but you'd be stepping over gas cans and permanent thwarts on your way to the tiller, no hydraulic steering, no dodger or forward cabin, no decks.

The hull shape/sheer line attracts admirers whenever launching here in Santa Barbara. Understanding the process of turning a stack of flat plywood into a curved hull is beyond the grasp of most Californians. Those who understand the process are inevitably from the east coast, as powerboats here are all fiberglass, all the time.

A final word about Renn's book is in order. It is excellent in all regards and Renn was very forthcoming on the few occasions I contacted him for detail clarifications. If satisfaction with a boat includes the fun of simply looking at it on those days you can't actually be on the water, then no one ever liked his boat more than I like my Tolman Skiff.

P.S.: I'm still looking to load the jigs/molds into somebody else's pickup truck, let's say someone whose wife is on a short vacation in Hawaii...





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Basics of the Norris #657:

On this background, the modifications to Robert Norris' wish list were conceptually quite straightforward, although nowhere near as simple and fast to do as we had initially hoped. As a matter of cost-saving and appreciation for #646's general philosophy, the overall idea was to keep as much of the original structure and rig, including most of the appearance elements Mr. Norris expressed much liking for. The boat is as simple as it gets with her interior volume while it is generous in vital aspects.

The layout is optimized for two-some full-time living aboard in moderate climes, only occasionally requiring sleeping accommodations for guests. The guiding principle was an open living layout. We agreed that there is no point to dictate major permanent layout compromises for the limited times someone else will share the boat with her permanent crew. Fewer walls clearly offer more liveability in the limited volume possible afloat. Guests would have to make do on the open convertible or the closeable forward cabin, with privacy limited on that occasion. The Norris liveaboard Double Eagle would thus contrasts dramatically with the Koschmann charter Double Eagle.

She now offers open spaces from the queen-size master berth on forward. Apart from a built-in dinette for four and full-size sofa there is good floorspace for a few pieces of loose furniture such as easy chairs. She carries a sunken library to starboard with a minimum of 48 linear feet of bookshelf space, while to port a single moderate sized head and a practical galley for two share the very simplified plumbing system.

But she also features a closable office, and the aforementioned closeable guest cabin which more typically would serve as a handy workshop.

In terms of storage volume there are nearly 10 linear feet of formal hanging space plus numerous smaller a larger compartments the largest of which outside forward to port could accept several bicycles.

With 210 and 130+ gallons, respectively each, she carries quite generous amounts of freshwater and grey water holding capacity. As a matter of regulatory reality and the remarkably undervalued capability to hold your wastewater when staying for extended periods in prime spots, we went beyond usual frugal bucket 'n chuckit philosophy, since toilet-paper and detergent bubbles floating on top of odd colored clouds of waste may become embarrassing, even in a secluded Carolina marsh, never mind in crystal-clear snorkeling territory. And with her system of a simple integrated "don't-look-down", excrement/dishwater/ shower-waterholding-tank double-bottom, this sensible conscientious solution seems perhaps no more labor intensive

Bolger on Design

"Double Eagle 657"

For Robert Norris Part 2 of 2.

sive but more convenient in any remote or crowded location.

Her 712ah at 12v battery capacity is quite moderate depending seriously upon use of renewable energy generation on her expansive roof top.

She uses three identical large-prop 10hp outboard motors for mothership and yawlboat propulsion, with other more powerful combinations possible of course.

In contrast to the minimalist charter Double Eagle with 16' beam, the Norris version presents wider sealags and more interior liveaboard volume on 20' of beam. The issue of beam seems to run along following arguments:

16' Beam:

Comparatively less stability under sail.
More heeling provides earlier warning of too much sail-area for the conditions.

Good floor-area already, it seems.
Less structural weight/building-time/ cost.

Less intimidating beam in tight quarters such as marinas (possible cost differences), rivers, locks, canals, and, important, haul-out machinery such as travel-lifts.

Assumes more relaxed cruiser attitude when under sail, staying away from the "edge" of sailing mania;

20' Beam:

More stability under sail.
Allows harder sailing with same sail-area but can strain structure and crew more.

More floor area all around, with better access to after deck through dedicated door.

Longer yawlboat carried transversely.

More structural stresses connecting hulls further apart requiring stouter structure, in addition to additional weight, cost, building time of extra 4' in the bridge, more draft.

A real handful anywhere near other boats, and in inshore and inland quarters, limiting your cruising-waters options.

No doubt on the 16' version one will think of the comfort of 20' in certain sea-conditions. And facing yet another place too small for the 20' version one might wish for less beam indeed.

Her Structure:

Overall, her structure is generally identical to the original, including most of her scantlings. The hulls with their distinctive outside superstructure profile, the location and outside

dimensions of the major stress bulkheads, the center spine with centerboard case and ground tackle compartments, the rudders, and the rig and its supports such as tabernacle and sheet-staffs-frame etc., have been maintained in this proposal. Her headroom and overall interior clearances throughout both hulls and the bridge section are thus identical, or at least very close, to the original's.

Due to her new interior layout, we had to change the lamination schedule and the cut-outs in her stress bulkheads, added two smaller ones forward and aft as a matter of extending her deck and house structure, could strengthen her with deck extensions forward and cabin structure extensions aft, and had to dispose of the original 12'x6' yawlboat located fore-and aft between the hulls in favor of the 11'6"x 4' cutwater yawlboat transverse between the rudders and hulls aft.

The added beam on the Norris version will add some, but not dramatic, cost increases. Overall, the experience may vary! But since weight does always matter more on multihulls, particularly liveaboard proposals with likely weight gain, a compromise might be to use fir marine for the hulls up to the full length horizontal buttstrap, and then use lighter, perhaps less rot-resistant, ply for the remaining structure, all depending on actual species. The one-time added cost of lighter ply should be justifiable daily by a lighter structure more likely keeping her to her Design Water Line (DWL) into her golden years.

Her Layout from Stem to Stern:

It is true that sticking to the overall aesthetic profile and physical envelope of the charter boat structure has imposed some constraints on developing her liveaboard interior layout. But those compromises are rather limited. In fact, this layout grew out of Double Eagle's overall configuration as a matter of ergonomics, the economics of taking advantage of stock-dimensions, and keeping in mind interest in above-ground living conditions aboard.

The bows are unchanged in their structure and their utility, such as with the gas bottle compartments. But we pulled out the platform between them ahead of the superstructure to offer a decent amount of relaxed placement of folding outdoor furniture under the open skies.

To starboard we've maintained the original cabin unaltered, except for some light alterations in the location of the doorway opening in the stress bulkhead, and of course the added elbowroom for work surface into the bridge of the 20' wide version.

To port she offers the above-mentioned top opening hold of approx. 5'6"l x 3'8"w x 3'6" h dimensions, for light and bulky items such as bicycles, deck-furniture, parasols, fenders etc.

That Wheelhouse (!?)

The wheelhouse ran counter to Mr. Norris' initial wish list, but after accepting our reasoning for her, he insisted on the low-glare forward rake of her glazing. It is worth discussing this attribute in the context of her liveaboard configuration:

Think of it as having the well-accepted and well-proven advantages of similar helm locations of many a trawler or tug yachts.

Consider that the motion at the helm will not be as comfortable as that well aft of amidships, yet still good enough for the blue-haired, crew-cut septugenarians pressing the throttles of a trawler yacht. But this location offers visual certainty when it counts to know what lies ahead, rather than the inevitable element of guesswork that comes from peering at slim angles over bright-colored bulging superstructures to get a glimpse of the water three or four boat-lengths ahead of the bows. Here one sees clearly where one is going, what might float ahead of her or lurk just under the surface, and with one rearview mirror one doesn't even have to get up to keep an eye on the wake. In closer quarters such as marinas, locks, canals, there is no guesswork as to whether her bows will clear a constriction, where her forward motion should stop, or whether that inviting beach is really a boulder-strewn mess.

Clearly the location and integration of the wheel house into the superstructure offers full command of the waters ahead and well over 180degrees with helmsman and navigator seated on the vertical and horizontally adjustable seats; adding mirrors will fill in the blanks, plus using those skylights. Standing up offers the remaining sectors for a full 360degrees perspective from the wheel and the chart table. With front door open or not one is in control sitting or standing and yet is well protected.

And of course, notice that from the helm one has immediate, direct, hands-on-the-mast access to the halyards and reeflines with the sheets just being a bit longer but still straight running forward from the A-frame over the house to the three sheaves on the underside of her wheelhouse roof to literally drop into one's lap on either seat.

Should course-planning been sabotaged by a sudden change in weather with just a bit too much up and down for the moment, bear in mind, that one would dial in the autopilot, leave the helm, and make a cup of tea and slurp it from the settee in the saloon, right on the axis of her motion, keeping an eye on the wind, her progress, and an ear on the radar-detector.

In general, choice of time, course, and duration of exposed/bouncy crossing depends a good deal upon one's preferences and autonomy from time-pressure. By the time that helm-location requires too much Dramamine, other issues of comfort may well have kicked in as well. In light of the actual offshore cruising time of most liveaboards, the likely weather conditions carefully picked for the course, and the option to use her auxiliary power to go straight from A to B cutting down the time of exposure due to tacking and other sailing-related causes for slower passage, this unheard of helm location seems more advantageous overall than a source for serious concern.

Between her light and buoyant bows, limited weight placement ahead of the helm, plus the comparatively irrelevant crew weight of two in that location on a 7+tons boat, getting green water over her noses and in one's face

seems less of a concern.

Her Living Quarters:

That wheelhouse location ties in very well with the rest of her open airy living quarters. In fact, one is not very well possible within her overall silhouette without the other! With that house forward, we can maintain the full height saloon with its generous settee, loose chairs, and overall elbow room not too common on boats her size. Any aft cockpit would have required the reduction in height of it to stooping height throughout, moving philosophically back quite a bit towards the basement experience. Her living quarters are quite obvious on the plans.

Guest-cabin, quilting room/work-shop, etc. to starboard.

Opposite, to port, the two step down gallery level with fridge box under the floor, but two good sized sinks and decent sized three burner gas stove, with dresser surfaces arranged in a space around the forward stress bulkhead's frame that is limited but good enough for two bodies to do chores on either end, one cooking, the other making tossed salad and still be out of each other's way. Some of the pots and pans could readily be located in the forward end of the settee in a rollout tray for immediate reach from the galley.

Behind the galley the single 4'x 4' washroom/head, keeping all the plumbing and perhaps all of the tankage on the port side, keeping the waste as trim/ballast until freshwater is replenished.

Opposite, trimming the portside water-weight, lies her lift the trapdoors step-down sunken library. We've shown a two-part hatch with piano hinges mounted towards centerline to allow opening the library and scan both its contents and the shelves above the deck behind the chairs. We've also shown a single set of steps forward to step down and aft hip-deep into the book-vault; a second matching set aft are possible. Below there are at least 48 (4x 12') linear feet of 8-1/2" x 11" size books shelves on two levels on both sides, much more length if lower profile book sizes are prevalent in your library to allow 6x 12' = 72' shelving! Plus there are/could be shelves scattered throughout above deck such as a 6'+ shelf along the master berth aft and nav type books to starboard of the helm in the wheelhouse. In the hull library we'd keep the books feet dry by not putting them straight on the hull bottoms. On the other hand, if the starboard hull has water sloshing around in it, you have other problems than just spoiled books.

Right amidships is the open saloon with the unavoidable (if you want to sail that is...) centerboard case and vertical supports, the convertible sofa and at least two comfortable loose chairs to lounge in, with perhaps a small table between them. Overall the saloon measures about 12'x 12' with standing room over the center 8' width and lower cozy 5'4" over the chairs and the library.

To starboard aft, two steps down, is her closet-space with about 10 linear feet (thanks to square section hulls) of hanging lockers of various possible heights to allow top to be used as a dresser surface and for looking out from the master berth. Under floor can be more shallow space to put seasonal and other rarely used drop-in items such as those favorite cowboy boots.

In the after end of the port hull is a de-

cent sized study, with about 9'x 2' of desk length total, good enough to stack the PC and printer to port while working with more headroom facing inboard, plus more possible bookshelf space. With the sole high enough to use a stock office chair at the desk and still see out aft and to port without rubbernecking, this should be an airy and comfortable place to do taxes in. Between the forward guest room and this office you should be able to get away from each other for a few without having to take up living in the yawl boat.

And finally, dead-center aft, perhaps separated from the saloon by a curtain, is the 6'8"x 5' master berth. Since Mr. Norris prefers cruising away from the confines of marinas, we figured that the openness of her living quarters from the helm to the master berth in one open space would be agreeable indeed. From the windshield forward to the cabin window aft of the berth there is about 24' of length to visually stretch out in, plus the forward deck, and the horizons. Sitting up on the berth will offer full view of the surroundings, rain or shine, without the dreaded but widely insisted upon basement feel. Important for two in the same bed is the ability to get out of it for both without waking each other each time. Hence the option of moving out over the left side of the mattress or over the foot end into the starboard hull aft.

Her Drivetrain & Yawlboat:

Mr. Norris had mentioned that he already had two extra-long shaft Yamaha 9.9hp high-thrust units. We like these motors a lot and have specified them for all sorts of boats.

Here we mounted a pair of them where they are both near the center of movement to reduce the risk of pitching out their props (20" shafts shown), and where they can be accessed without over-the-transom acrobatics. The mount is essentially a strong open top box integrated into her central spine. We propose to mount two 26 gallon on-deck tanks right abaft them, in the open, draining fumes out and aft, for simplest of plumbing chores. And there is a platform to stand/sit on and safely put tools on, allowing prop work as well as cleaning the plugs or changing a filter, rain or shine under cover. Closing the engine room on top is the platform for the master mattress, well insulated thermally and acoustically.

Part of her drivetrain is the 11'6"x 4' yawlboat. We think that a third (!) Yamaha 9.9hp high thrust would move her fine and offer a third motor as a de facto spare complementing her main drivetrain. Whether one would try to take it off the yawlboat and lug it into the cabin to hang next to the good motor, or just use the yawlboat pushing straight from abaft, or pulling on heavier ropes from her square bow corners to both transoms' inside corners, would probably depend on routine, conditions, and one's preferences. Obviously, the yawlboat would pull the catamaran from ahead as well. A low-end 12v electric winch mounted inside the aft gear hold allows hoisting the yawlboat up into the space between the hulls and the rudders.

Dinghies or Herb Gardens?

Alongside the raised full headroom center section of the saloon, one could carry two Junebug skiffs for rowing and spirited sailing (14'x 3'3") or just one on one side, or two Tortoises in tandem on one side to make room for some small beds for herbs and small root

veggies on the other side. Or whatever ambitious plantation one might dream up. We've shown examples of optional hatches, such as the one venting the galley, assuming respective roof framing. With careful placement of cleats and drain one could still use the center section's roof to collect rainwater. Weightwise, for serious soil depth for certain veggies, the deck across abaft her house would allow narrow but long boxes in the lee of the house and somewhat away from too much salt-spray. Plus, for more hardy species, boxes ahead of the house would work, if a non-solar saltwater cover is designed into the epoxy-ply planter boxes for bouncy and wet passages.

A Sailing Rig Or Just Plain Straight Power?

Obviously, the question always arises as to whether going just with straight power alone would not only be cheaper up front but would also make her less convoluted yet by eliminating the centerboard from its prominent central location, reduce rudder size, do without tabernacle etc. etc.

The issue, apart from sentimental ideas about sailing, is the actual probable mileage per year.

If much distance is to be covered, sail power is the cheaper option with greater independence from fossil fuel supplies.

If distance is less of an issue, and reduction of risks from rig-related top hamper, plus actual predictable average speed over ground between A and B, are on your mind, straight simplified power would be more attractive, as sails that are used less per given time unit, constitute constant cost from aging and the continuing imposition of the rig-related constraints on her structure and layout.

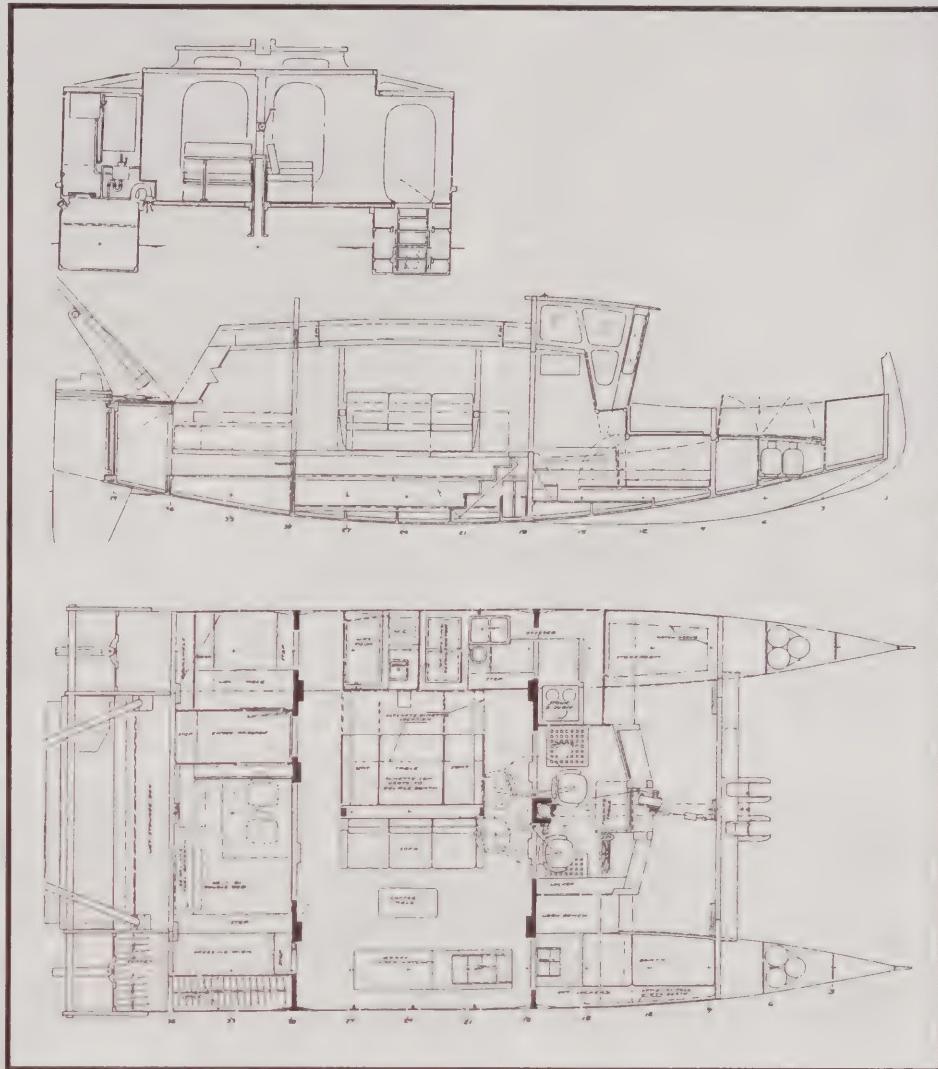
Going with straight power, the twin 10hp proposal presented here would be marginal at best. We would propose at least one 50hp large prop 4-stroke Yamaha T-50.

Or there would be the option of going with an air-cooled diesel driven outdrive of between 30hp and 40hp at principally greater simplicity than two 10hp outboards, with more power at similar or better fuel economy. With hulls equipped with appropriate tankage, her slender hulls should readily offer range figures matching the average trawler yacht. If one stays within the north and central American/Caribbean region, this approach would probably make more sense economically, as one could travel quite a bit before the savings of funds (not to mention time!) of not building/buying tabernacle, mast, spars, A-frame, winches, ropeage, centerboard, large rudders etc. would be burned out the tailpipe.

Furthermore, the single diesel can make more electric power on demand than one could ever use. Between air cooling and dry exhaust, the power plant would be as simple as it gets, and, inherently outside of the living envelope, it could be made quite quiet and undemanding to live with. For well under \$10,000 for the complete diesel-drive/train, cost calculated over time would not be prohibitive, versus three Yamaha 10s right off the bat, but almost twice that of a T-50. A live aboard with such limited power would still be quite green and defensible as perhaps offering more safety without the rig and more relative cruising autonomy allowing regular progress without wind, under bridges and trees than the sailing counterpart. As of 9/2000 the diesel option has yet to be integrated.

Otherwise, as mentioned in the beginning, this version of Double Eagle is very much the same as the charterboat Double Eagle, in terms of her rig, major structural attributes, overall philosophy of using stock dimensions whenever possible etc. etc. For her list of attributes we think she is one of the most

economical 40'x 20' catamarans proposed, both in terms of hardware and manhours. Figure \$30,000 for stuff. Plus motivation, blood, stamina, sweat, satisfaction, tears, luck. But, likely significantly less work than for any similar sized catamaran we know of.



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Here's an interesting looking publication, sent to us by reader Paul Bunnell of Stuart, Florida. But, it's been a while since it was published for anyone wishing to look up who might be building boats in his neighborhood. The Gray Motor Company published it in 1916 as a "service for prospective boat owners", but it obviously also served to bring together builders and customers who would be likely to install a motor from Gray's "Complete Line, 2 and 4 cycles, 3 to 90 H.P., 1 to 6 cylinders."

In that long ago era when internal combustion was new and thrilling to contemplate as boat propulsion, Gray Marine offered up this catalog, starting off with a two page listing of builders in 28 states and 6 Canadian provinces. Michigan and New York led the states in numbers of builders listed, while Ontario was top Canadian province, with more builders by far than any state also.

Sixty-one manufacturers also bought ad space in the catalog, from one-eighth to full page, in which they could show photos of their stock boats to advantage and elaborate on their virtues. We've chosen some of these to reproduce on these pages as a bit of nostalgia for a time long gone. Those must have been exciting times for anyone able to afford to buy and enjoy a boat.

The catalog introduction explains "The New Gray Co-operative Service for Prospective Boat Owners".

"We do not build complete motor boats, but concentrate on the production of high grade engines alone.

Then why do we advertise boats?

To show the boat buyer where to get what he wants in the line of a complete outfit, to form a connecting link between the boat

Boat Builders Catalog



builder and the boat buyer.

This briefly states the object of this service.

There are hundreds of beautiful inland lakes where the motor boat is unknown, merely from the fact that there is no nearby builder to meet the demand. Thousands would like to enjoy the great sport of motorboating if the right equipment at the right price could be easily had. The sport commands itself. It is healthful, clean and safe, and mighty cheap.

If you have a good builder nearby, we advise you to consult with him. He knows your

local requirements and can give you a boat to meet them. If you have no local builder, or he does not put out the type of hull that meets your wants, this book will be of service to you.

Should these pages fail to show you exactly what you want, write us fully and we will get you in touch with builders who can supply you a hull to meet every need, be it for pleasure, speed, service or cruising.

Valuable data is kept on file covering all sections. New information is being gathered daily which will be added to the next edition of this catalog.

For those who desire to build their own boats, many of the manufacturers represented here can supply you knock-down material, plans, frames, etc.

Should you be undecided as to the type of boat you would most enjoy, and want to get ideas and opinions, read carefully through our *Book of Boats, a Guide in Selecting Hull or Engine*. Here you will find pictured over 200 different hulls operating at different parts of the world. If you see something in this book which is not covered in our *Boat Builders' Catalog*, advise us by number those that appeal to you and we will be glad to get you in communication with manufacturers who are in a position to furnish such hulls.

Many of the country's foremost builders do not specialize in stock models, but build to special orders solely. A number of these will be found listed in the "Boat Builders' Directory". Communicate with those nearest you.

This is only the beginning of a very extensive service designed to help you in securing easily, and at a reasonable cost, a boat and engine complete, ready to operate."

Gray Motor Company, Detroit, Mich.



Toppan Government Model Launches

Very latest model, built from United States Government Specifications used for the U. S. S. Fish Hawk tender. Requirements were for a durable rough-water tender with wide stern. All to be above water and with flaring bow so that in rough weather this boat would lift forward to offset the wide stern, so as to have boat properly balanced when under full speed in rough water. The above was well worked out and proved very successful. Many now in use in the different departments of the Government and highly guaranteed as a safe, reliable, seaworthy boat, with good carrying capacity and with good reasonable speed. Planking, cypress or pine; steam-bent oak timbers; oak keel and shaft log, oak or canvas-covered decks; oak coaming, varnished; brass deck fittings; cylindrical tank; side seats with lockers. Interior finish, best grade cypress sheathing with three coats varnish; outside, marine white or Government warship gray, three coats. Green copper below water line. High sided but very stiff and able. Cut shows 25' size.

Prices—22' 20 H. P. "D," 4-cylinder, 4-cycle Gray motor, \$725; 25'x6' 20 H. P. "D," 4-cylinder, 4-cycle Gray motor \$880.



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Toppan Boat Mfg. Co., Power, Sail and Row Boats, No. 37 Haverhill St., Boston, Mass.



Richardson "V" Bottom Runabout

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Howard A. Gardner, Naval Architect

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Cruiser

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M. J. Johnson, Boat Builder, Seattle, Wash.



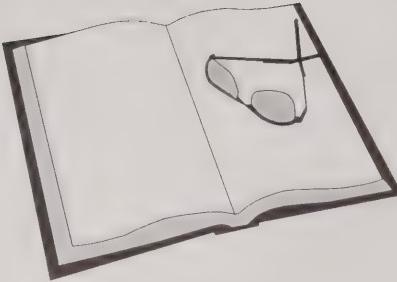
18-Footer Ready for Power Plant \$60

This is a boat of exceptional design and construction, and of course, at an exceptional price. An absolute new idea in boat construction. Space here does not permit other than a mere mention of this boat, I will be glad to send full details, specifications, and prices on request. Boat will drive well with as small as 3 to 4 H. P.; will carry 12 H. P. easily.

**Charles Anschutz
Vevay, Ind.**

The charm of this 192 page collection of family memoirs of experiences over 26 years with an old 34' catboat is that it chronicles a lifestyle of a family, from early married years when the old leaky wooden catboat was bought on impulse, through to the grown children time of family life when the old cat was finally sold, a result of falling into disuse as the family dispersed and another impulse was humored, buying an island on the Maine coast.

Clinton Trowbridge writes wonderfully well about all these years. While it is the



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With Drawings by David Q. Scott

In these days of fiberglass, one could perhaps understand how a sailor could succumb to owning a wooden boat, but four, five, over ten? Here is woven a tale through narrative poetry of the foibles and romance of a sail-smitten family and the steady accumulation of one fine character boat after another.

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bad could ever happen, and if we got into trouble, somehow we would get out. There were no sharks in the sea, and a wooden boat would always float...

...We owned the *Scatt* for twenty-six years. She brought up the next generation and shaped all of our lives, taught us through example sometimes more than we wished to learn. The *Scatt* endured, more in spite of than because of us. And if we did too, that was partly her work as well. We grew closer to each other, and more alike, like ancient dogs and their masters.

This is a love story, then; and like all love stories, there is a strong element of nostalgia. Would that...could that... But we can't, and we don't really want to. It is also a book about joy, and sadness, and the thrills and perils of the sea. But most of all, it is a book about innocence: the life we imagine when we think of ourselves as gods."

The book is divided into three major eras of life with *Scatt II*. "Part 1, The Cruise", chronicles the sailing of the old leaky boat from New Jersey to Maine by the young married couple, oblivious to what such a cruise would entail, and in disregard of somber advice like "don't take her out of the bay". "Part 2, The Tourist Trade", focusses on the years that the Trowbridges chartered *Scatt* out of Bar Harbor, Maine, with all the unpredictabilities that come with taking strangers out for hire. "Part 3, The Cruising Years", tells of the post-chartering era, when they had *Scatt* completely rebuilt and embarked on years of cruising the Maine coast for their own pleasure.

The idyl draws to a close when the Trowbridges, who had moved closer to Maine, from New Jersey to Long Island, contemplated sailing *Scatt* south for winter. The trip actually got underway, but by the time they got to Boothbay and its crowded anchorage, they realized that returning to the cruh of an urban environment was not what they wanted.

The rebound from this was the buying of an island, which in turn caused *Scatt* to be enjoyed less and less, finally, for the first time in a quarter century, not going into the water at all one season. The author acknowledges the part *Scatt* had played in their life, "She'd brought up our children and my sister's and my brother's children too. She'd brought us all up, and out and into and away from..." But now, with costly major work again needed, they decided to sell her.

Having found a skilled buyer, a Mr. Scott, willing to rebuild her and give her a life afloat again, the author, in the epilog muses, "The *Scatt* is ours no more. But we will survive. We have two fiberglass boats now, *Buttercup* and slimy-bottomed *Harold*. We are not exactly boat poor.

But what about the *Scatt*? What news? Did Mr. Scott ever make it to Portland? Are he and the *Scatt* even still around? I don't know. I never wrote down Mr. Scott's address. Sometimes, when we pass the Portland exits on the turnpike, we are tempted to turn off and make for the waterfront; but we never have, and probably never will.

I do hope that wherever she is, she is well cared for. As long as her new owner does not decide to move to Sedgwick and moor the *Scatt* next to *Buttercup* in the Benjamin River, I would love to think that she has been perfectly restored. For a wooden boat is special. As long as a single original piece of her remains, she can be made new indefinitely."

Book Review

The Boat That Wouldn't Sink



Clinton Trowbridge

The Boat That Wouldn't Sink

By Clinton Trowbridge
Vineyard Press, 106 Vineyard Pl.
Port Jefferson, NY 11777
ISBN 1-930067-02-X, \$19.95

Reviewed By Bob Hicks

chronicle of one family's experience with a boat that was an integral part of their life at its most intense, through the child rearing years, it is also a narrative of universal experiences. It is a collection of vignettes that are, like most good stories, what are sometimes known as "war stories", tales of moments of high excitement, hope, fear and disaster.

The preface sets the tone as follows: "As I look back at the early fifties, when we bought the *Scatt II*, the boat described in these pages, what sticks out is the remarkable innocence of the times. Youth always thinks it will live forever, but not usually with such conviction and such consequent abandon. What seems foolish to the point of madness now, was then just a bit of derring do. Beau Geste was our role model, and Swallows and Amazons our idea of a seafaring adventure. Nothing really

Reproduction of Charles Lawton

10' Yacht Tender

Cedar on Oak

Designed by Charles Lawton of
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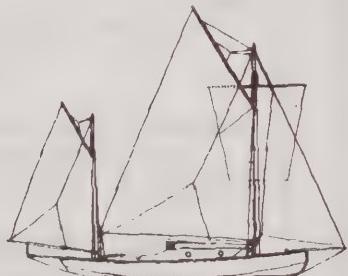
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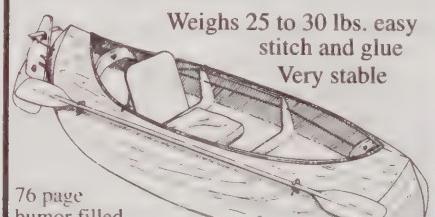
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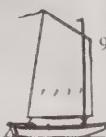


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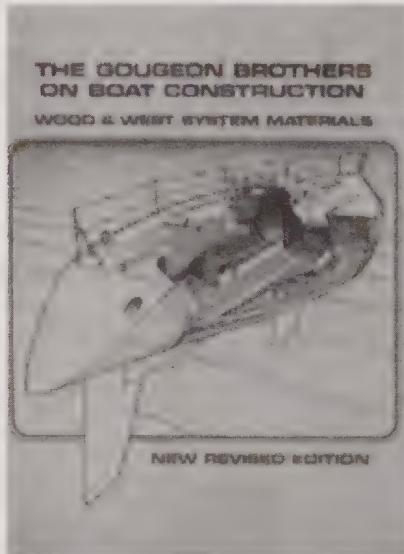
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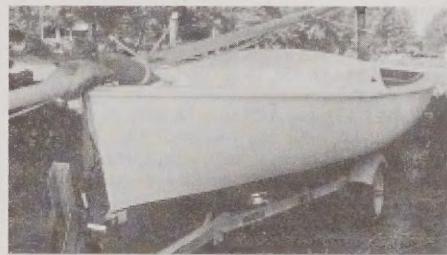
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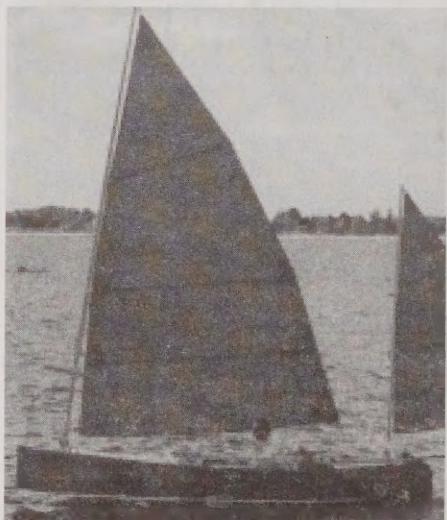
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FERNALD'S MARINE, Rt. 1A (at Parker River), Newbury, MA 01951, (978) 465-0312 (TFP)

26' Fairey Marine Atalanta (A109), ca '59. Uffa Fox designed classic English cruising sloop. Molded mahogany, ctr cockpit, twin retractable iron keels (draft up 22", down 6"), 12hp Ferryman diesel. Slps 4. Decks rblt, hull epoxied, re-rigged, new sails '98. Seaworthy & reliable. \$7,000. JOHN JOHNSON, Cape Charles, VA, (757) 789-7689, <jajohn@intercom.net> (12)

Clearance, Sunfish, \$400. 12' Aluminum Boats, \$250 ea or \$400 for 2. 25' O'Day like new w/every option, now \$12,000, mooring avail.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (12)

16' Wooden Sloop, cedar-oak, bronze fastened. Compl rblt, will stand rigid survey. Cuddy cabin, marconi rig. 5hp OB & trlr. New replacement cost \$30,000+, will sell for 1/3 less than cost of new boat. JAXON VIBBER, 87 Vinegar Hill Rd., Gales Ferry, CT 06335, (860) 464-1025. (12)



Lowell Dory Skiff, professionally blt per John Gardner's *Building Classic Small Craft Vol I*. Okoume plywood bottom (3/4") & sides (3/8"), hrdwd frames, ribs, stem & transom, fastened w/ epoxy & bronze. Heavy duty blt in every respect to last a lifetime. Sprit rig on spruce mast & spar. Sails & rows vv nicely, can be used w/small motor. Just completely repainted. No trlr, owner will assist w/delivery. Garage kept, in exc cond. \$2,500. Pictures & further info available.

JOE WISEMAN, Virginia Beach, VA, (757) 420-3427, <DoryJoe@aol.com> (12)



20' Cornish Shrimper, '85, exc cond. Wintered indoors, brightwork varnished annually. 6hp OB, 2 jibs, working & 120%, autopilot, 12v battery w/solar cell charging, solar cabin ventilator, galley, porta potti, boom tent, anchor, rode w/chain. \$15,000. ART LOWENTHAL, Rochester, NY 14625, (716) 381-4104, <bill1001@concentric.net> (12)



Alberg Sea Sprite 23, '63, sail cover, main, 2 jibs, Seagull OB & electric trolling motor, anchor w/chain rode, bow roller, cabin & running lights, sink, 6gal water tank, autopilot, deep cycle battery w/charger & solar panel, custom tandem trlr. \$5,000 OBO. DAVID WARE, Rockport, TX, (361) 729-4399, <dmware@earthlink.net> (12)

MacGregor 26X, '97 w/trlr (brakes), 50hp Honda, mast raising system, AM/FM/CD, VHF, bimini, stove, head. \$22,995. **West Wight Potter 19**, '00, trlr (13" tires), 5hp Nissan 4-stroke, AM/FM, VHF, mast raising system, bimini, running lights, electr panel. \$12,500.

BOB KNIESE, Duaneburg, NY, (518) 356-2518, <jckniese@francomm.com> (13)

24' Bristol Sloop, 9.9 Yamaha w/remote. Tanbark main & furling genny. Spinnaker & working jib. 7 coats of West barrier coating on bottom. Bow & stern pulpits, lifelines w/2 gates. Cockpit grating, stack pal main w/lazy jacks. Totally restored in '95. VHF, compass, speed, depth. 5 jack stands. \$5,900. Motivated, just bought Devlin Surf Scoter.

JIM TOMKINS, 2783 W. River Rd., Grand Island, NY 14072, (716) 773-5268, <jtboatwork@aol.com> (12)

Tartan 27, '67, repowered this yr w/2000 Yanmar diesel, 6 sails, roller furling, holding tank, deck loading icebox, 2 batteries, Loran, VHF. Exc cond, only selling because we bought a bigger boat to mess about in. Asking \$12,000.

LINDA CROWN or DEB SKINNER, Waterford, CT, (860) 447-8692, <debskinner@earthlink.net> (12)



28' Alden Raised Deck Sloop, '37. gd cond, insured, in water, '98 survey, Atomic-4. \$7,500. JULIAN KARPOFF, Shadyside, MD, (703) 533-3059 eves. (12)



16' Amesbury Dory, by Stur-Dee Boat Co. of Tiverton, RI. Purchased '98 new, never been in water, still new. White lapstrake hull, all FG constr. Bright work incl oak gunwale, mahogany finished steering console, 5 mahogany seats, bow cap and 2 horizontal reinforcing corner knees at 22" deep transom. Transom takes long-shaft OB. Also incl brass bow eye, oar lock holders, oar locks & drain plug fitting. Beam: 6' 2", inside depth at beam 25", at bow 32". Solid core foam flotation built in along sides & bow. Trailer not incl. \$3,090 (\$600 below list for same boat, year 2000).

GREN GÄRCEAU, S. Orleans, MA, (508) 255-7706. (13)

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Sunfish, modestly priced, damaged hull or hull w/missing gear considered. Call or email w/description & asking price.

ALAN GLOS, Cazenovia, NY, (315) 655-8296 eves, <aglos@mail.colgate.edu> (13)

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STEVE TURI, Hasbrouck Heights, NJ, (201) 288-4027 (lunch time best), <sturi@cybernex.net> (13)

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Misc Gear, 20H Danforth Anchor, \$60. 30' Mast Ladder, \$100. Origo (new) Heat Pal, \$40.

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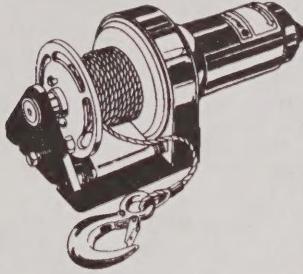
'50s Electrol, 1.2hp. \$100.

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2hp Honda 4-Stroke, used less than 1 hr. \$600. PETER FUCHS, Washington, DC, (202) 362-8348, <MPFuchs@aol.com> (13)

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Aluminum Mast & Boom, from Flying Dutchman, w/SS rigging, CB, pr Elvestrom automatic bailers & other misc. FD gear from damaged beyond repair hull. BO. ALAN GLOS, Cazenovia, NY, (315) 655-8296 eves, caglos@mail.colgate.edu (13)



12v DC Winch, Black & Decker Model #6903, for use on boat trls (or for loading a snowmobile, ATV, or such on a trlr). Never used. Incl all parts, winch w/cable & hook, wiring, circuit protectors, control switch & owner's manual w/instructions for installation & operation. Nds only the 2 bolts that attach it to trlr or dock. Recommended for boats up to 19'6" (2,000-3,000lbs). \$125 RICHARD SPRINGER, Brooklyn, NY, (718) 996-8461. (13)

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British Seagulls, dead or alive. Cash paid, any cond. FRANK VALENTINO, S. Dennis, MA, (508) 385-8510, (508) 385-2507 anytime, email: <seagull508@aol.com> (TFP)

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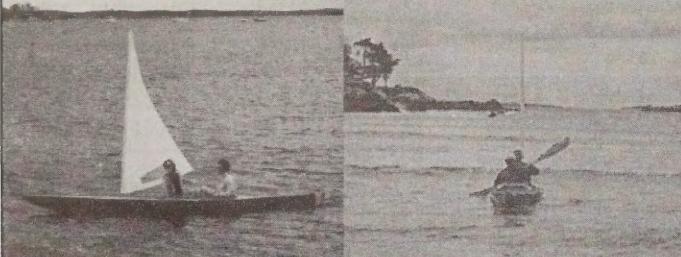
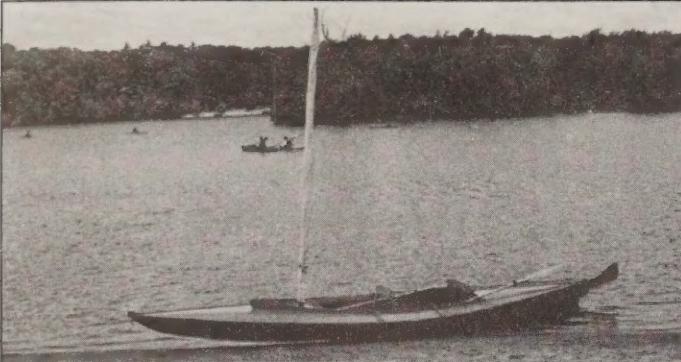
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